

WIN A SUPERCHARGED SMALL-BLOCK ENGINE FOR YOUR TRUCK

PAGE 14



Street Trucks

MODERNIZE YOUR CLASSIC

53

PRODUCTS THAT
CAN RESHAPE
AN OLD TRUCK

BRAKE SYSTEM
TROUBLESHOOTING
AND BUILD TIPS



TECH ▶ INSTALL GAUGES
WITH GPS
TECHNOLOGY
▶ LONG- TO SHORT-BED C-10 CONVERSION

▶ LEVEL THE
SUSPENSION ON A
'15 FORD F-150

SHOWS ▶ DINO'S GIT DOWN AND GOODGUYS
GRAND FINALE IN SCOTTSDALE
▶ MOONEYES HOT ROD & CUSTOM
SHOW IN JAPAN

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FULLY **UNDRESSED**

MAY 2015
VOLUME 17, NO. 05
\$5.99 US
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\$118

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2 Free



\$158

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or
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2 Free



\$158

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2800 Slam'r
any combo -
2 @ \$79
2 Free



\$218

3800
(8.5" Diameter)
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2 Free

search: **free bags**

BAG FACTS

No... We do not make any profit selling bags at this price, but it gives us the opportunity to show you the quality of our products, and with the hope that you will become a loyal customer. Bags are rated over 400psi.

WARRANTY AGAINST DEFECTS AS LONG AS YOU OWN THE PRODUCT
exclusions are: Using Compressed gas/nitrogen, Metal or object contact, rubbing, and weathering from direct exposure to UV light

Hint: The smoothest riding bags by far are the DeNominator-II Bags. The roughest riding are the Slam'r Bags. The D-I bags are shorter than the D-II and have less air volume

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search: suicide

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Including pair of struts



SUICIDE DOOR BILLET
Pair (single wide per door) \$185
Includes doorstops & bezels



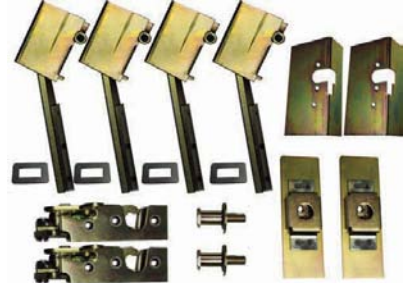
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Includes doorstops & bezels



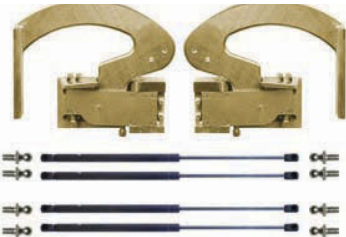
(Takes only 1 hinge per door) Pair \$359
others sell for \$995



Pair (for 2 doors) \$129
with bezels



Pair (for 2 doors) \$189
with bezels, Latches, Install Kit



Lambo Vertical Doors \$399pr



Stainless Popper \$7 ea
You can visit AutoLoc & pay 5 times the price, or just come to the source.



Billet Popper \$9 ea



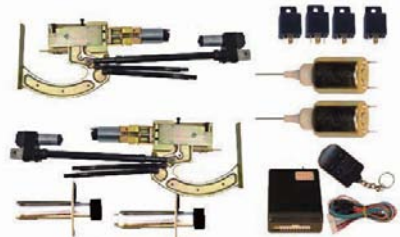
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Pump tests at 295psi **\$339**/pair. This is NOT the 480 you are used to, but it is an enlarged Cylinder/Head. 3 gal tank 1min 45 sec



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S10
no cutting

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4" lift
C15

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S10 drop
search:spindle

drop
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C15 88-98

\$219
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5" long travel
pair
\$875
RANGER
82-86

Chassis Tech

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\$199 w/coils

Cast Aluminum
TESTED ON 100,000 PRESS AT 500LBS PER SECOND
CAST DESTROYED @ 1,530 lbs pressure

pinion angled
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Extruded Aluminum

1"	\$22
2"	\$33
3"	\$38
4"	\$42
5"	\$59

FREE U-BOLTS W/2, 3, & 4 INCH BLOCK KITS
steel...not aluminum pins

Adjustable Coilovers made to order
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search:lowboy

\$9
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foam-filled, cushioned bump-stops eliminate hard bottom-outs

\$5
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\$169
Pair

Mini C

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Pair

\$139
Pair

search:notch

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search:shackle

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DAKOTA	\$69	\$149	\$158
RAM	\$69	\$149	\$158
F150	\$69	\$149	\$158
F250/350	\$69	\$149	\$158
RANGER	\$69	\$149	\$158

pinion shims correct drive line vibration

\$14 pr

foam-filled, cushioned bump-stops eliminate hard bottom-outs

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ASTRO C10
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MITSI F150

\$189

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DROPS TRUCK THICKNESS OF YOUR AXLE & SPRING-PACK

AXLE ENCASED FLIPKITS

\$159 search:flip

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Airspring bolts directly to bottom plate

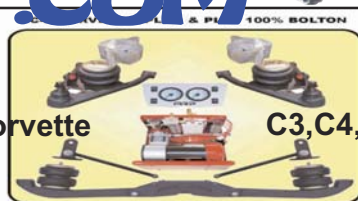
Up to an amazing 6 degrees of caster/camber adjustment



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86-90 Acura-Legend



Corvette C3,C4,C5



Mustang-II Front



92-95 Civic - Del Sol



I-Beams Fords



65-70 Impala Upper



Dakota 97-04



04+ F150



Nissan Arms



Tacoma



GM Fullsize Deep Drop



98+ Nissan



MUSTANG II



Colorado

H2 & 4x4 Torsion



58 **LAND YACHT** A Slick '65 Suburban Built to Cruise

ON THE COVER:

Though Rene Hagan's '65 Chevy Suburban was fully tricked out, it was built to drive. The folks at Scott's Hotrods 'N Customs made sure it was fully functional for everyday use by giving it a real world test. Rene plans to drive it at home in the Netherlands, and before it's on a ship to Europe, we were able to run up the Southern California coastline to get these great photos. Photo by Tim Sutton.



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ORANGE RUSH

Bob Bertelsen's Autocross-ready C-10



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BLOOD, SWEAT & GEARS

1962 Ford F-100 Unibody

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Not Your Average Work Truck

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It's Not Just a Truck, It's a Lifestyle

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HEAVEN ON EARTH

Mooneyes Hot Rod & Custom Show in Yokohama, Japan

We've Got Your Classic Truck Covered

✓ **Steering**
✓ **Brakes**
✓ **Suspension**



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HUGE SELECTION AVAILABLE!

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AVAILABLE FOR 1963-72 C-10's

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1955-59 CHEVY TRUCK

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by name!**"SHOPTALK"**

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Kit shown with
powdercoated
calipers
upgrades.

Complete Front and Rear Kits -

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This deluxe chassis kit allows you to finish off that frame and has those upgraded pieces that you're looking for. Kit includes: front and rear coil springs (your choice of front stock height, 1", 2" or 3" lowered and your choice of stock height, 3", 4" or 5" lowered rear) front and rear shocks, front and rear sway bars, front upper and lower Totally Tubular™ control arms, steering linkage kit (inner & outer tie rod ends, billet sleeves, idler arm and P/S pitman arm) 500 Series™ Power Steering Box (1963-66 kit also includes frame mount brackets for box), front shock support brackets, motor perches (small or big block), transmission cross member, drop center cross member, Totally Tubular™ trailing arms, rear tubular shock cross member, shock relocation kit, (.5", 1", 1.5" or 2") deluxe trac bar, lowering block kit, rear coil spring retainer kit and c-notch kit.

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BY KEVIN AGUILAR

VINTAGE IRON IS ON THE RISE

At *Street Trucks* we're fans of just about every truck style. This includes mini-trucks, lowered and lifted full-sizes and especially classic trucks.

In the '90s and 2000s the craze seemed to focus on all types of late-model trucks because they were affordable. Not only did these trucks look good, they were also easy to work on. With a vast number of them on the road, many companies started making parts for them that were easy to install.

However, in recent years, prices have risen, making it difficult for anyone to drive off a dealer's lot in a truck with enough cash left over to make it look cool. Yes, the trucks have gotten better, but in the past, new models debuted with relatively manageable prices. We can remember seeing newly designed trucks between 2007 and 2009 going for damn good deals. If you ask us, manufacturers base their prices off of the current market rather than the cost to produce them, and to be honest, if we were in their shoes, we'd raise prices too, if we could still get people to buy our product.

Nonetheless, late-model trucks are getting better than ever. Every new model seems to handle more like a car with even more power under the hood than before. Though they have a lot to offer over classic trucks, it can take just about as much effort to transform a new model into a complete jaw-dropper as it would to do the same for an older vehicle. The biggest difference

between the two is how much it costs to get into a new model in the first place.

If you have the means to buy one, a classic truck will hold its value in the long run. Not all of us build a truck with plans to sell or trade it, but it's good to know what you can get out of it if you ever need to. A classic truck will retain more of its value than any late-model truck, and let's face it, a classic truck will get more attention on the streets than a modern truck.

In the past, working on an older truck meant that it was harder to add modern features that would look cool and function well. This isn't the case anymore because companies are increasingly making specific parts for classic trucks. Nowadays, you can easily modify the suspension and add better technology, like power steering and disc brakes. If you want a healthy, efficient power plant, there are a vast number of products to help you accomplish your goals.

In this issue, there are several examples of different classic truck builds. For starters we have Wayne Gum's '61 F-100

that demonstrates how a bare-bones, patina-style truck can look sick if it's planted on the ground. If you like an autocross-style truck, Bob Bertelsen has built his '69 Chevy C-10 to outperform and out-handle well-engineered muscle cars. Then there's Rene Hagen's Suburban built by Scott's Hotrods 'N Customs that graces the cover of this issue. It's the ultimate cruiser: completely slicked out with big power that coasts down the highway on a super smooth suspension.

Now we aren't saying that classic trucks are for everyone. If you're stuck on building a particular truck, go for it. Honestly, we're curious to see what people do with the new trucks available. There are some great models out now, like the new Ford F-150 with its light aluminum body that can be paired with a powerful Ecoboost engine. It will be interesting to see these advances put to use in the Ford Raptor when it's made available in a few years. Chevrolet's newly redesigned Colorado shows potential, and the designers even teased us a bit with the ZR2 concept. It will also be interesting to see how trucks like the new Nissan Titan XD with Cummins diesel engine fare.

Either way, it just seems that more and more people in the truck scene are gravitating towards classics trucks. There's no denying the coolness factor of seeing an old truck going full blast down the highway. At the end of the day, we love seeing guys push the envelope by customizing a truck. So keep building them, and we'll do our best to showcase them here in *Street Trucks*. **ST**



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COMPILED BY BOB RYDER

ENTER TO WIN!

EDELBROCK'S 60TH ANNIVERSARY OF THE CHEVROLET SMALL-BLOCK SWEEPSTAKES

For one lucky enthusiast, Edelbrock is offering a once-in-a-lifetime chance to win the Edelbrock 60th anniversary Chevrolet small-block 350-ci V-8 engine. The winner will receive the small-block Chevrolet engine that was built on a special episode of this season's "Engine Power" TV show. The 60th anniversary engine features an Edelbrock E-Force Enforcer EFI supercharger system, Edelbrock Performer RPM E-Tech 200 aluminum cylinder heads, Edelbrock Performer-Plus camshaft, Edelbrock Victor Series aluminum water pump, Edelbrock exclusive Classic Series aluminum finned air cleaner and aluminum finned valve covers. This mighty small-block produces 518 hp. The approximate retail value is \$20,000 USD.

No purchase is necessary. Enthusiasts can enter at Edelbrock.com or Pownationtv.com. The contest is open to all legal residents of the 50 United States and District of Columbia. Entries will be accepted from Feb. 7 until May 5, 2015.



START 'EM YOUNG

Dustin Sidoroff's cute 10-month-old daughter Rayne was a little cranky in the afternoon so he decided to share his latest issue of *Street Trucks Mag*, and wouldn't you know it, she cheered right up! Dustin said she liked the mini-truck section the best. Another custom truck enthusiast hooked for life. Rayne will be picking out the color of her daddy's Blazer when the time comes. We hope it's before she graduates high school.



DUSTIN ALSO DRIVES ONE BIG DUMP TRUCK!

Dustin Sidoroff from Fort McMurray, Alberta, Canada, operates the world's biggest dump truck, a Caterpillar (Cat) 797 dump truck in the "oil sands" of Fort McMurray. This massive third generation Cat 797 is powered by two tandem 12-cylinder Cat 3512B HD twin-turbocharged engines coupled to work a 24-cylinder, single engine producing 3,400 hp. The 797 series hauler is

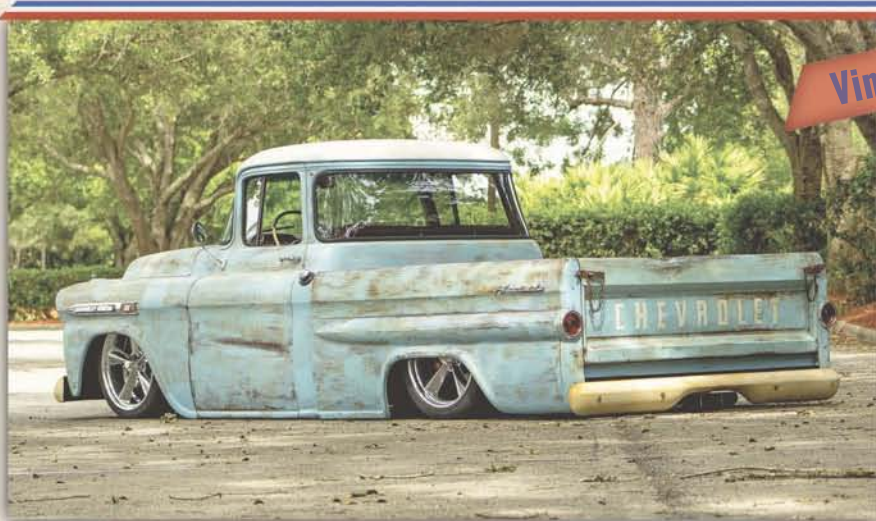


TRUCK SPECS

Introduction into service	1999
Engine power	3,400 horsepower
Engine model	3524B high displacement EUI
Engine displacement	7,143 cubic inches
Engine arrangement	Two V-12s coupled in tandem
Top speed	40 mph
Gross operating weight	1,230,000 pounds
Payload capacity	760,000 pounds = 360 tons
Curb weight	560,000 pounds
Overall height	23 feet, 8 inches
Overall height (dump raised)	49 feet, 3 inches
Driver location	Over front left tire, 20 feet above ground
Overall length	47 feet 7 inches
Wheelbase	23.6 feet
Overall tire width	30 feet
Steering	Hydraulic
Fuel tank capacity	1,000 gallons

CATERPILLAR 797 SERIES

equipped with a rear-axle-mounted, computer-controlled, seven-speed planetary transmission with an integral lock-up torque converter. The payload capacity is 760,000 pounds. Each of the 797 wheels is attached to the axle using 54 lug nuts that are torqued to 2,300 lbs.-ft. Each of the 797 units requires six tires; Michelin in conjunction with Caterpillar designed and manufactured the 797's 55/80R63 radial tire that stands 12 feet, 10 inches, is 55 inches wide and weighs 10,000 pounds. The wheels are 63 inches in diameter each, and each tire cost approximately \$42,000. The price tag for one 797 is \$3.4 million. Definitely not your average Tonka dump truck.



Vintage

Cast Sizes: 15" thru 20" custom widths available
Finishes: chrome, polished, brushed, textured gun metal, textured grey, textured black



Standard

From the 50's
to the 70's...



Resto-Mod

Billet Sizes: 17" thru 26" custom widths available
Finishes: custom finishing with optional officially licensed GM replacement caps



Big Slots

see website for additional
Retro-Mod styles



Tuckin'

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US Mags, a timeless brand.

Billet Sizes: 20" thru 28" custom widths available
Finishes: custom finishing



Hustler

see website for additional
Tuckin' Series styles

WATCH YOUR REAR VIEW MIRROR

Once you've been driving for a few years (or a few decades) you start to become almost preternaturally aware of the shape of a police car in your rear view mirror. For most of us, that shape has long resembled a Ford Crown Victoria, but not anymore! Ford introduced the Police Interceptor Utility back in 2012, and its popularity with law enforcement agencies is growing.

The '16 Ford Explorer Police Interceptor Utility (PIU) units are outfitted with a variety of features. These high-speed-pursuit vehicles come standard with a 3.7L V-6 that produces 304 hp and 279 lbs-ft of torque. The units are also available with a 3.5L EcoBoost V-6 that produces 365 hp and 350 lbs-ft of torque. Ford PIU standard all-wheel drive is designed to deliver low-speed traction and high-speed handling and stability.

In both PIU models, the standard six-speed transmission features a unique Pursuit mode. The transmission automatically switches from normal fuel saving operation to Pursuit mode when the vehicle detects aggressive driving situations based on brake line pressure, deceleration and lateral acceleration rates. Once in Pursuit mode, the transmission's upshift and downshift performance is optimized for aggressive driving, returning to



Fuel Save mode when it senses the aggressive driving is aborted. The computer software is programmed to perform a reverse J-turn, which is when a reversing vehicle is spun 180 degrees and continues, face forward, without changing direction of travel. Heavy-duty high-pursuit brakes are designed not to fade or overheat during aggressive driving. The 18-inch-diameter wheels have high venting characteristics to provide exceptional cooling. The front and rear suspension uses larger diameter springs and sway bars to increase braking and cornering performance.

The '16 Ford PIU features a new front and rear design, new headlights, a new instrument panel

and enhanced electrical system to distribute electrical loads more efficiently. And yes, Ford did continue to include the traditional blinking white function called "wig-wag" to the incandescent high-beam headlights. Available Surveillance mode technology warns the driver when someone is approaching the vehicle from the rear. Upon detection, the driver's window automatically raises and secures all doors. A rear camera with washer is standard for all '16 units with a 4-inch monitor screen located in the center communication stack. As an option, the rear camera image can be viewed from the rear view mirror.

The subsidiary of Ford, Troy Design and Manufacturing, offers law enforcement agencies a selection of 125 packages that include a variety of lighting options, wraps and styles. One of the most recognizable features of a PIU is the lights; the '16 PIU offers 25 different patterns. The lights are integrated into the new front and rear fascia, which allows them to become more seamless and stealth. **ST**



'Benchmark'

noun \ 'bench 1. a standard or point of reference against which things may be compared or assessed.

C10 Bolt-in REVO IFS and 4-bar:

NEW



NEW

1960-66 C10
1967-72 C10
1973-87 C10

C10 Complete chassis



1960-66 C10
1967-72 C10
1973-87 C10

Classic truck chassis lineup:

1947-54 Chevy
1955-59 Chevy

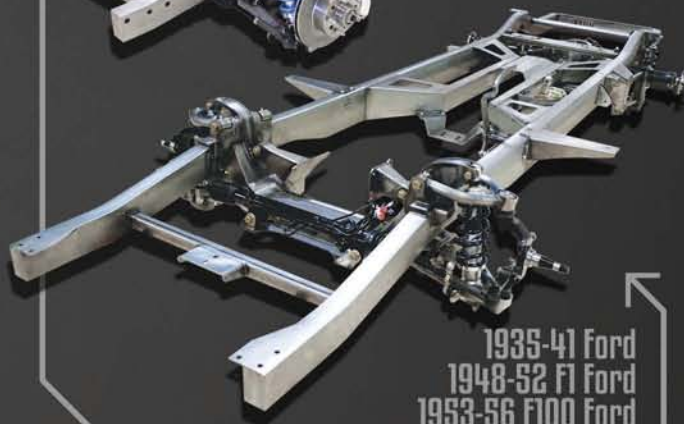


Direct-fit classic truck IFS:

REVO_{IFS}



1947-54 Chevy
1955-59 Chevy
1935-41 Ford
1948-52 F1 Ford
1953-56 F100 Ford



1935-41 Ford
1948-52 F1 Ford
1953-56 F100 Ford

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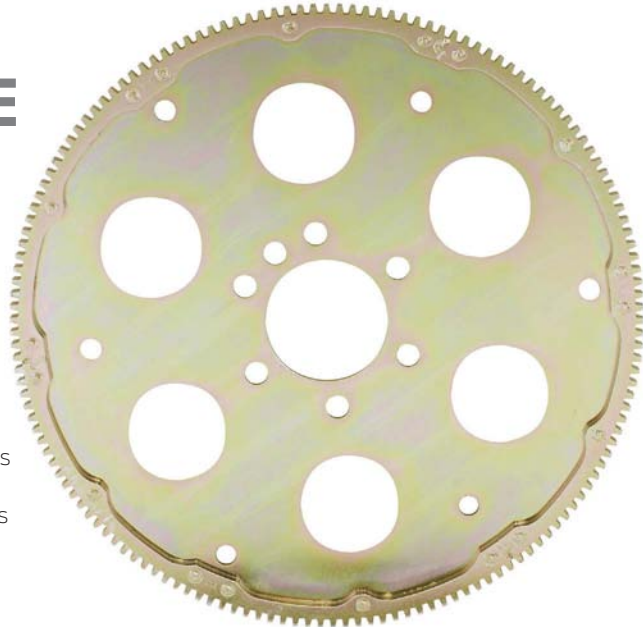
COMPILED BY CRUZ GARCIA

MODULAR FLEX PLATE

QuickTime's new modular flex plate brings an age-old product into the 21st century. Since the '20s, nearly all flex plates have been manufactured using the same method: a high carbon steel ring gear is MIG welded to a low carbon stamped

steel center section. This process poses a number of problems, including weak weld joints, warping and metal crystallization, which negatively affects both durability and accuracy. In addition, all ring gears now come from off-shore. QuickTime takes a whole new approach to flex plates by using a laser-cut 4130 chrome-moly steel center section that is joined to 4130 chrome-moly steel ring gear segments using 18 separate 4130 pins, which are pressed as well as laser welded.

QuickTime • 216.658.6413 • Lakewoodindustries.com



DASH FOR 2002-05 RAM

Finally, an economical solution to replace your unsightly cracked dash pad. These new dash components have been developed by LMC Truck using improved heat-resistant thermoplastic compounds to resist shrinking and fading. The paint is mixed with an ultraviolet inhibitor to help prevent damage from exposure to sunlight. Due to original manufacturing inconsistencies and exposure to the sun over time, some slight variation may be noticed. Dash pads come complete with pre-installed A-pillar seals and color-matched defrost vents.

LMC Truck • 800.562.8782 • LMCTruck.com



HEADER BOLTS

Mr. Gasket's HeadLock header bolts eliminate the need for lock washers when installing a header exhaust.

Instead, the patent-pending design incorporates 24 serrated teeth into the flanged hex/socket head, each is equally spaced, designed to grip and lock onto the header flange, maintaining consistent fastener clamp load. In addition, the new header bolts also incorporate a unique thread-lock patch that provides positive thread engagement. It's a pre-applied, high-temperature thread lock coating fused to the bolt threads, making it self-locking and self-sealing. The thread-lock patch is also chemical resistant, reusable and provides positive thread seal and resists engine heat cycling and vibration that often loosens conventional header bolts.

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be installed in minutes. The clean, low-profile design includes all of the hardware to turn a regular license plate into a showpiece. The 18 full-spectrum white LEDs give a dramatic HID look to your plate. The license plate frame fits all standard license plates in the USA and Canada. Hardware is included.

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Royal Purple's new Max-Atomizer solves the problem of

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particularly common in today's new direct injection gasoline (DIG) engines. Formulated specifically for DIG, Max-Atomizer outperforms the competition when used in all types of engines, but by a much wider margin when it's used in DIG. Max-Atomizer is the only fully synthetic, PEA-based fuel injector cleaner that has been developed specifically for DIG. It's also the only fuel injector cleaner that stabilizes ethanol, which chemically breaks down to cause harmful effects to engines.

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THOUGH BOB BERTELSEN HAS BEEN ON A HOT STREAK WITH A FEW CAR BUILDS, HE REMAINS A TRUCK GUY AT HEART. HIS FIRST VEHICLE WAS '76 GMC 4X4 CHEVY TRUCK. He caught the custom bug when he decided to lift it, attach big wheels and tires and repaint it. As life carried on, with marriage and kids, the custom vehicles went by the wayside.

Now that he has more time freed up, he was able to build a '67 Camaro convertible with C4 Corvette suspension. It was grand champion of the Street Machine Nationals, and took home many other awards. With the success of this car, he built Octane, another '67 Camaro convertible. His next car was a '72 Firebird called Code Red, which was a Muscle Machine of the Year finalist and won numerous awards. It was the first car he built for autocross, road racing and speed stop. Next came Brute Force, a '71 Camaro, which was also a Muscle Machine of the Year finalist.

While having dinner one evening with friend Pascual Marquez of Marquez Designs, Bob decided to tackle a C-10 truck build. Fortunately, Pascual knew of a rust-free project truck that would be perfect, and soon





■ Bob Bertelsen's Autocross-ready C-10

TEXT BY KEVIN AGUILAR
PHOTOS BY RICH CHENET

Orange Rush



enough it was sitting in Bob's driveway. After several weeks of bouncing ideas back and fourth, Bob settled on the concept of making it a cutting-edge autocross-style truck.

Bob knew he wanted the C-10's custom-made frame to accept a Detroit Speed Suspension X595 cross member and a second gen Camaro rear QuadraLink. With a little help from the Detroit Speed's engineers, he got the pick-up points for the suspension and set out to draw the frame in CAD. Then the files were sent out to Hickey Metal Fab to laser cut the rails that feature 2x6x.125-wall rectangular tubing in the center. Once everything was back home, Bob started building and welding in all of the cross members and suspension brackets. He placed the cab on the new rigid frame and fabricated the body mounts.

Next, neighbor Tom McKenzie helped Bob build the full roll cage that ties into the bed and custom frame. Bob bought a hydraulic bender so that he and Tom could quickly fab the roll cage. His friend Mark from Petra Tool and Die machined roll bar ends that allow the front down tubes to be unbolted from the truck and the rear roll bar to unbolt from the cab.

Next, it was on to mounting the body panels. First up was the tilt front end. Bob started with a US Body tilt front end, and then used his new bender to shape some 1-inch square tubing to fashion supports for it. With a lot of CAD design, he was able to figure out where the hinges needed to be in order for the



THE INTERIOR IS RACE INSPIRED YET CLASSY WITH LEATHER UPHOLSTERY BY RPM HOT RODS.

front end to tilt with a ½-inch aluminum splitter under the front bumper.

Once this was set up, he started modifying the bumper section of the fiberglass front end for the lower opening. The next modification was the heat extractors on the hood, which was a tricky issue. He made cuts in the hood and used wood and fiberglass to make the pockets. Then he cut out the center grille section and replaced it with a CAD-designed version cut using a water jet. Bob also installed LED marker lights from D&Z Customs in 3D-printed housings. The headlights are JW Speaker LED versions, and Bob customized



a pair of Camaro headlight buckets to house them.

With the hood roughed out, it was on to mounting the bedsides and tailgate. Bob didn't plan to have a floor in the bed, so the sides had to be hung from the roll bars and frame. Once the bedsides where installed, Bob sent the truck to RPM Hot Rods in Pittsburgh so that the dash and console could be fabricated. When the truck returned, he started fabricating the tonneau cover and rear spoiler. It took a fair amount of CAD drawing to get the spoiler to operate without interfering with the tonneau cover. Once designed, Bob had Humtown Products create the hinges for the spoiler and the tonneau cover using a 3D printer to make sure they worked correctly before he had them CNC milled in aluminum.

Next, it was time for bodywork. Bob put in 60-80 hours a week on bodywork with some help from his friend Rick DeSalvo and his maintenance man Shayne Smeltzer from A Plus Powder

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Controls

TRUCK SPECS



A SET OF HEAT EXTRACTORS ADDS STYLE AND FUNCTION. HOLES WERE CUT AND FIBERGLASSED OVER AND THE LOUVERS WERE CREATED USING A 3D PRINTER.

Coaters, Inc. While doing the bodywork, Bob spent some time mixing different BASF oranges until he came up with the perfect color, Orange Rush Orange. The final primer was sprayed in his garage, and then the C-10 was shipped to Bonnell's Rod Shop in Erie, Pennsylvania. The crew jumped in and helped with final sanding, while Bob repaired a bedside that had been damaged in shipping. Bob and Phil, the shop supervisor, sprayed the paint. First, they laid down two coats of BASF White base, followed with three coats of BASF Orange Rush Orange, and then they applied five coats of BASF DC5335 clear.

Bob disassembled the frame and took it back to A Plus Powder Coaters, Inc. The crew media blasted the frame and suspension parts, and then applied a coat of black texture. While Bob and Shayne Smeltzer reassembled the frame and suspension, Bonnell's Rod Shop was busy wet-sanding and buffing the cab, doors and bedside. About two weeks after painting the truck, Bob took the rolling frame to Bonnell's Rod Shop and set the cab back on it along with the bed sides.

Back at Bob's home shop, Shayne started the wiring

OWNER

Bob Bertelsen
1969 Chevrolet C-10
Columbiana, OH

ENGINE

- Chevrolet performance 427-ci LS7 built by Kurt Urban Performance
- HP 648 hp at flywheel, 529 hp at rear wheels, 600 ft-lb of torque
- Proprietary camshaft
- Callies Compstar rods and crankshaft
- Diamond flat-top pistons
- Manton chrome-moly push rods
- Dual valve springs
- Advanced Induction LS3 ported cylinder heads
- Holley Performance Dominator ECU, engine harness and monitor
- Fast 102mm Intake manifold
- 102mm throttle body
- Spectre Performance cold-air intake
- NOS nitrous system
- Wegner Motorsports accessory drive system
- Detroit Speed stainless steel headers
- Flowmasters series 44 mufflers
- 3-inch custom exhaust with Jet-Hot black ceramic coating
- CR Racing radiator with SPAL brushless fans
- American Autowire fuse panel and wiring harness
- Custom-built stainless steel gas tank with ZLI fuel pump and VaporWorx

- Fire suppression system
- Optima Red Top batteries

TRANSMISSION

- Shop: Bowler Transmissions
- Tremec T-56 Magnum
- Bowler Transmission custom shift fork pads
- RPS twin carbon clutch
- QuickTime bell housing
- GM LS hydraulic throw-out bearing
- Tilton 13/16-inch bore master cylinder
- Bowler Transmission shift lever and knob

SUSPENSION

- Frame custom designed and made by Bob Bertelsen
- Custom roll cage
- Detroit Speed X595 front cross member, A-arms, spindles and sway bar
- Detroit Speed QuadraLink rear suspension
- PAC Racing Springs rear sway bar
- JRI Remote canister coil-overs with 750 PAC springs
- Moser Fabricated axle housing with Racing True Lock center section polished
- 3.70:1 gears
- Baer Brakes 14-inch 6R
- Tilton Engineering 13/16-inch and 3/4-inch master cylinder manual bias controlled

WHEELS & TIRES

- 18x11 and 18x12 Forgeline CF3C
- 315/30/18 and 335/30/18 BFG Rival

BODY & PAINT

- Shop: Bonnell's Rod Shop
- Performed by: Bob Bertelsen and Phil Palmer
- BASF Orange Rush Orange and Black
- US Body tilt fiberglass front clip with heat extractors, custom water jet grille, bumper scoop and aluminum splitter
- Ring Brothers hood bumpers
- Custom tonneau cover with spoiler
- Custom roll pan
- 3D printed plastic door handles and hood louvers
- JW Speaker LED headlights
- Marquez Design taillight housings
- Digital LED taillights
- Speedliner bedliner

INTERIOR

- Shop: RPM Hot Rods
- Recaro Seats upholstered in black leather and orange stitching
- Schroth Racing harness
- ididit, Inc. tilt steering column
- Momo steering wheel
- Fesler Built interior door handles
- Clayton Machine window cranks
- Vintage Air AC/heat
- Auto Meter LCD display
- iPad Mini used as head unit
- Custom dash and center console
- Alpine speakers and amplifiers

SPECIAL THANKS FROM THE OWNER:
To God for the ability to build cars/trucks and my wife for her support.



OPENING THE US BODY FIBERGLASS TILT FRONT CLIP UNCOVERS THE KURT URBAN PERFORMANCE LS7 ENGINE. IT'S BOLTED TO A TREMEC T-56 MAGNUM MANUAL TRANSMISSION TO PUT OUT A WHOPPING 529 HP AT THE REAR WHEELS.



THE CUSTOM FRAME WAS MADE TO ACCEPT THE DETROIT SPEED REAR QUADRALINK DESIGNED FOR A SECOND GEN CAMARO.



BEHIND THE MOMO STEERING WHEEL IS THE AUTO METER LCD DISPLAY THAT LETS BOB EASILY MONITOR WHAT'S GOING ON WITH THE TRUCK.

while Bob assembled the truck. He installed the Kurt Urban Performance LS7, which dyno'd at 648 hp at the flywheel. It was mated to a dual-disc carbon clutch with an LS hydraulic throw-out bearing coupled to a Tremec T-56 Magnum that Mark at Bowler Performance had upgraded. Bob also installed Baer 6R 14-inch brakes and plumbed the lines along with JRI adjustable shocks with hydraulic lift cylinders, which would allow the truck to be raised 2 inches to get into a trailer or to fit a jack underneath without affecting the performance of the coil-over.

While the truck was being assembled, Bronson from Humtown Products created the door handles and hood louvers using a



THE TONNEAU FOLDS UP TO EXPOSE THE "FLOORLESS" BED AND PROVIDES ACCESS TO THE REAR SUSPENSION.



THE DETROIT SPEED SUSPENSION WAS UPGRADED WITH JRI HYDRAULIC ADJUST RIDE HEIGHT COIL-OVERS. IT CAN TAKE A BEATING ON A TRACK AND RAISE THE TRUCK TO HELP LOAD IT IN A TRAILER OR GET A JACK UNDERNEATH IT.

3D printer. Once all of the body panels were lined up, Bob took the truck back to Bonnell's Rod Shop where he laid out tapelines for the black sections of paint. Bob's daughter Angela designed the "Orange Rush" logo, and they decided at the last minute to add it to the hood and tailgate. Bob and Phil applied the BASF Black base and two coats of satin clear.

Helping out the interior, RPM Hot Rods upholstered the Recaro seats in black leather with orange stitching, along with the dash, door panels and console. Then the truck was sent to Hutter Performance so that the motor could be tuned to push 529 hp at the rear wheels. Bob and Shayne finished the truck at noon the day they needed to leave for the Goodguys Nashville Nationals. With zero miles on the engine, they loaded it into the trailer and planned to run it in Nashville to break it in before the event. Traffic delayed them, so when they stopped to fuel the rig, Bob pulled Orange Rush out and made a 2-mile test run. The next day they competed in autocross and won. **ST**



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GOODGUYS SOUTHWEST NATIONALS

TEXT AND PHOTOS BY KEVIN AGUILAR

WHEN IT COMES to November shows, everyone is either busy with SEMA or gearing up for the holidays. During such a busy time, there are only a few events worth attending. For several reasons, one of them is the Goodguys Southwest Nationals held at the WestWorld of Scottsdale, Arizona.

The event is better known as the grand finale to the nationwide series of benchmark shows that the folks of Goodguys Rod & Custom Association throw every year. We have yet to be disappointed by any of these events, since all of them seem to open the floodgates to quality classic trucks. This goes especially for Scottsdale, because the area is known as a time capsule for old vehicles and there is a large population of customs in the area, too.

Not only does the Southwest Nationals bring out the best from the surrounding desert area, it also attracts freshly finished vehicles that debuted just weeks before at SEMA. So, if you missed seeing a few rides in Vegas, you might have a second chance to see them in Scottsdale. As if that wasn't enough to entice you to make it out,

Goodguys brings even more thrills to the table when they announce the winners of the Top 12 awards. Vehicles that are in competition for these special awards were chosen throughout many different regions of the country. The excitement level peaked on the final day of the event, as the winner of the Goodguys LMC Truck of the Year-Late was revealed, crowning one truck the best in the nation.

Another point of interest is the Duel in the Desert that caps off the autocross segment of the show for the entire year. Qualifying vehicles are found at the 27 different events and invited to the final shootout. Trucks have been known to infiltrate this segment, and Rob MacGregor of No Limit Engineering was a champion a few years ago driving his '69 Chevy C-10.

Generally, Goodguys shows are only open to vehicles from 1972 and older. Several of the events throughout the year have an All-American Sunday where all years of American-made and/or American-powered vehicles can enter the show. Only 12 of the events feature this special section, and the Southwest Nationals is one of them.

This past show was exceptional. The weather was absolutely perfect, and the competition was stiff throughout the weekend. The Show & Shine attendance was at a new high with thousands of vehicles spread across the entire show grounds. Our weekend was memorable, and you can bet that we will be back for more. For more info on upcoming events, visit Good-guys.com.

ENDING THE
2014 SHOW
SEASON ON
A HIGH NOTE



THE SCOTT'S HOTRODS 'N CUSTOM '65 SUBURBAN WAS DEBUTED AT SEMA JUST A COUPLE OF WEEKS BEFORE THE SOUTHWEST NATIONALS. WITH THE TRUCK ALL DIALED IN, THE CREW DROVE IT FROM SOCAL TO SCOTTSDALE TO PROVE THAT THEY CAN BUILD ROADWORTHY CUSTOMS.





FORMER OPEN-WHEEL RACER PAUL TRACY BROUGHT OUT THIS C-10 AND A SUBURBAN. BOTH OF THEM WERE KISSING THE PAVEMENT HARD.



AS YOU CAN SEE, THERE ARE ALL TYPES OF TRUCKS PRESENT AT THIS SHOW.



FOR US TRUCK guys, the most exciting part of the show is the Goodguys LMC Truck of the Year-Late ceremony. This is where several regional finalists are brought together to see who has the best 1953-72 truck. The trucks were on display together all weekend, and the overall winner was announced at 1 p.m. on Saturday in front of a large group of spectators.



EVEN THOUGH CALVIN ANDREWS IS ONLY 28, HE WAS ABLE TO BUILD A '70 C-10 THAT WAS NICE ENOUGH TO BE IN THE COMPETITION.



SCOTT WAKSMACKI'S '55 CHEVY WAS CHOSEN AS A FINALIST AT THE SOUTHEASTERN NATIONALS IN CHARLOTTE, NORTH CAROLINA.



BRIAN VOWELL OF FRONTIER SHOP SUPPLIES FINISHED OUT HIS RESTO-MOD '72 C-10.



ACCEL PERFORMANCE GROUP'S '66 CHEVY SUBURBAN, BUILT BY THE ROADSTER SHOP, WAS THE ONLY SUV TO BE A FINALIST, BUT IT WAS WELL DESERVED.



ERIC STEINBRECHER'S TOOTSIE '67 C-10 WAS DEFINITELY HIT WITH FANS OF GROUND-SCRAPING TRUCKS. HE TOOK THE TRUCK FROM NORTHERN CALIFORNIA TO THE LONE STAR NATIONALS IN FORT WORTH, TEXAS TO WIN HIS SPOT IN THE CEREMONY.



THE GOODGUYS LMC TRUCK OF THE YEAR-LATE WINNER WAS GARY BROWN'S '57 CHEVY BUILT BY MIKE GOLDMAN CUSTOMS. GARY IS A DIEHARD ENTHUSIAST, WHO EVEN PROFESSIONALLY RACED IN NHRA DRAG RACES. HIS SLICKED-OUT TRUCK SITS ON A ROADSTER SHOP CHASSIS, HAS A 1967 CORVETTE-STYLED INTERIOR AND AN ALL-ALUMINUM ZL1 454 UNDER THE HOOD.



JACK NELSON'S '69 FORD IS A GREAT-LOOKING TRUCK WITH AN ULTRA-RARE 427 SOHC CAMMER ENGINE THAT WAS BANNED FROM NASCAR IN THE '60S. THERE WAS NO DENYING THAT DAVE JONES' '56 F-100 WAS CLEAN ENOUGH TO BE A FINALIST.



ANOTHER TRUCK THAT WAS GOING AROUND THE TRACK WAS CHRIS SMITH'S '67 C-10 BUILT IN HIS SHOP, SMITTY'S CUSTOM AUTOMOTIVE.



BOB BERTELSON STOMPED ON HIS '69 C-10 DURING THE DUEL IN THE DESERT COMPETITION.



DINO'S PRE-SHOW GIT-DOWN

EVERY YEAR CHEVY Only's Dino Battilana hosts a gathering for those who want to hang out before the Southwest Nationals. It started a few years back as a party that Dino would host. Since then, word about the shindig has gotten out, and it has become an event in itself. Now held at Dino's appliance repair shop, the street was shut down so that everyone could park his or her custom trucks along the block.

We arrived around 6 p.m., which is right about when the party officially started. At first glance, we knew we were at home as quite a few old school



trucks were already lined up in front of the shop. As others rolled in, our ears were filled with the rumbling sounds of pure American horsepower. When the sun fell behind the mountains surrounding the Phoenix area, the

barbecue grill was fired up and dinner was served. We saw many familiar faces, including Del Uschenko of Delmo's Speed & Kustom, members of the C/10 Club, Joe Yezzi of Squarebody Syndicate, and even Justin Padfield of Scott's Hotrods 'N Customs.

Some partied the night away. The next morning it was up and at 'em time as everyone headed to WestWorld of Scottsdale for the show. The highway was flooded with classic iron; it was a great experience. If you are meaning to come out to the Southwest Nationals, make some extra time for the Git-Down. You won't be disappointed if you do. **ST**



DINO MAKES SURE THAT WHEN YOU ARE AT HIS PLACE YOU KNOW ITS CHEVY-ONLY TERRITORY.



THREE GENERATIONS OF THE DEFIBAUGH FAMILY MADE THE TRIP OUT FROM RUSHSVLVANIA, OHIO WITH THEIR C-10.



ANY FORD SEEN AT THE GIT-DOWN GETS A NICE PINK CHEVY-ONLY GIRL STICKER.



BLOOD, SWEAT & GEARS

FORD'S FOURTH GENERATION, ONE-PIECE F-100 AND F-250 UNIBODY STYLESIDE PICKUPS WERE IN PRODUCTION FROM 1961-63. THEIR NICKNAME, "UNIBODY," WAS ACQUIRED BECAUSE THE CAB AND BED WERE MADE FROM ONE CONTINUOUS PIECE, WITH NO GAP BETWEEN THE CAB AND BED. The back of the cab was also the bulkhead of the bed, and the single-wall bed sides were spot-welded directly to the cab's door sills and jambs. The one-piece pickup body was mounted on top of a traditional frame. It was the same combination as the Ford Ranchero when it was mounted on a Falcon frame.

Wayne Gum from Phoenix has been collecting 1961-63 Ford F-100 unibody pickups for several years. He was attracted to them because of their unique one-piece body styling. He had hopes of creating a timeless, simple driver that would also help promote his business.

After delivering his '62 to Mike Scott at Big Mike's Customz in Lindsey, California, Wayne and Mike



Salt Flat Rat

■ 1962 Ford F-100 Unibody

TEXT BY **BOB RYDER**

PHOTOS BY **KEVIN AGUILAR**



collaborated on what to do with it. Mike and his crew were responsible for the frame modifications and suspension. After removing the factory front straight axle, the front frame rails were Z-notched then fitted with a Mustang II IFS with 2-inch drop spindles, Scott's Hotrods Super Slam airbags, Bell Tech Toxic gas-filled shocks and power steering rack. A pair of Mustang II disc brakes with 12-inch rotors and four-piston calipers provides superior stopping up front. The rear frame rails were step-notched to allow ample suspension travel of the Chevy 12-bolt rearend housing when the Scott's Super Slam pneumatic 'bags are deflated. The rearend housing was anchored with a wishbone 4-link and pan hard bar. A pair of Bell Tech shocks dampens the rear suspension action. The Chevy factory rear drum brakes received new brake cylinders, seals and shoes. Spinning style and grip are from a set of Bonspeed Crokus, polished aluminum, five-spoke wheels—front 18x7 and rear 20x10—that were wrapped with Falken Azenis rubber: front 225/45R-18 and rear 275/40R-20.

There was no question, Wayne was going to keep a Ford in a Ford, so he selected a 1987 Ford 351-ci V-8 Windsor. The engine was delivered to 5-Star Engine & Cylinder Head Exchange in Glendale, Arizona where it was disassembled, cleaned, measured, machined, balanced and assembled using all of the right components. The factory block, crankshaft, connecting rods and cylinder heads were all



TUCKIN' DEEP. A PAIR OF BONSPPEED CROKUS POLISHED ALUMINUM 18X7 WHEELS WERE WRAPPED IN FALKEN AZENIS 225/45R-18 RUBBER.



THE INTERIOR DOORS WERE GIVEN A COUPLE COATS OF SIKKENS FORD RANGOON RED TO MATCH THE EXTERIOR. STOCK DOOR HANDLES AND WINDOW CRANKS WERE CLEANED UP AND REUSED.



Magnafluxed to check for any cracks or imperfections. A set of Speed-Pro flattop pistons were mated to shot-peened connecting rods and fitted with Speed-Pro rings. To achieve some attitude, a Lunati Bootlegger camshaft was carefully inserted into the cam bearings. A Ford factory timing set was installed to sync the rotating crankshaft, camshaft and valve assembly. Lunati intake/exhaust valves, springs, lifters and rocker arms were assembled to the Ford factory cast iron cylinder heads that were covered with Summit Racing chrome valve covers. A Weiand Stealth aluminum intake manifold was mounted between the cylinder heads with an Edelbrock 650-cfm carburetor and air cleaner. An Edelbrock aluminum water pump provides coolant circulation throughout the engine. Dual Spal electric fans and shroud draw and direct cool airflow through the 1988 Chevy aluminum radiator. A pair of Hedman



HOW LOW CAN YOU GO? WHEN WAYNE'S '62 FORD UNIBODY STYLESIDE IS LAID OUT, THE ROCKERS LEAVE AN INDENTATION IN THE ASPHALT.

TRUCK SPECS

OWNER

Wayne Gum
1962 Ford F-100 Unibody Styleside
Phoenix, AZ

BUILDER

- Mike Scott at Big Mikes Customz
Lindsey, CA

ENGINE

- 1987 Ford 351-ci Windsor V-8
- 5-Star Engine & Cylinder Head Exchange Inc. Glendale, AZ
- Factory crank reground .010
- Factory rods
- Speed Pro flattop pistons
- Speed Pro rings
- Lunati Bootlegger camshaft
- Factory Ford timing set
- Lunati lifters, push rods, springs and valves
- Ford Windsor cast-iron cylinder heads
- Eldelbrock aluminum water pump
- Weiland Stealth aluminum intake
- Eldelbrock 650-cfm carb
- Summit Racing valve covers
- Chevy pickup aluminum radiator with dual Spal electric fans and shroud
- Hedman headers with alumicoat finish
- 3-inch custom exhaust
- Flowmaster dual chamber mufflers
- JAZ 12-gallon fuel tank

TRANSMISSION

- Ford C6 Select Shift Cruise-O-Matic three-speed automatic
- Hughes 2,800-rpm stall converter
- Hughes valve body shift kit

FRAME

- 1962 Ford F-100
- Front frame rails Z-notched and step-notched
- Front cross member by Scott's Hotrods

SUSPENSION

- Mustang II IFS
- Scott's Hotrods front cross member
- Scott's Hotrods 2-inch drop spindles and Super Slam airbags
- Bell Tech Toxic shocks
- Rear wishbone 4-link and pan hard bar
- Chevrolet 12-bolt rearend
- Chevrolet third member with posi
- Eaton Trutrac
- Chevrolet stock axles
- 3.73 gears
- Viair compressor, valves, switches and air tank

BRAKES

- Wilwood 12-inch front brakes
- Wilwood four-piston front calipers
- Chevrolet rear drum, brake booster and dual master cylinder

WHEELS

- Bonspeed Crokus polished 18x7 front, Crokus polished 20x10 rear

TIRES

- Falken Azenis 225/45R-18 front, Azenis 275/40R-20 rear

BODY & PAINT

- Paint, pinstriping and lettering by Gary Crisp
- Natural patina and Sikkens Rangoon Red and White

INTERIOR

- Big Mike's and Phoenix Upholstery
- Genuine simulated red leather
- Marine black carpet
- Rhino bedliner
- Factory bench red vinyl with custom cup holders
- Red steel door panels
- CPP steering column and billet aluminum column shifter
- Grant Classic Series chromed, three-spoke steering wheel
- Factory gauges



WAYNE HAD EVERY INTENTION OF KEEPING A FORD IN A FORD, SO HE WENT WITH THIS FULLY BUILT 1987 FORD 351-CI WINDSOR COMPLETE WITH WEIAND STEALTH ALUMINUM INTAKE MANIFOLD AND EDELBROCK 650-CFM CARBURETOR. THE BURNT GASSES ARE EXHAUSTED THROUGH A PAIR OF HEDMAN ALUMICOAT HEADERS.

Alumicoat headers draws the burnt gasses into a 3-inch-diameter exhaust that flows into a pair of Flowmaster dual-chamber mufflers. A fully rebuilt Ford C6 Select Shift Cruise-O-Matic three-speed automatic transmission was stuffed with a Hughes valve body and Hughes 2,800-rpm stall converter, and then bolted up behind the mighty 351 Windsor.

Wayne wanted to keep the patina exterior that took Mother Nature decades to perfect; however, the original rusted doors were swapped out for a pair of fresher, 1962 patina'd white doors. Gary Crisp lettered "Salt-Flat-Rat Flat-Out Freeway Flyer" on the doors.

The factory Ford bench seat was freshened up by installing new foam and cup holders, and then covered with genuine simulated red leather. The interior door panels were given a couple of coats of Sikkens Red to match the body's exterior. The factory Ford gauge cluster and gauges were cleaned up and reused. To personalize the dash, Gary laid



THE 1962 FORD FACTORY BENCH SEAT WAS RESHAPED WITH HIGHER OUTER AND CENTER BOLSTERS AND CENTER STAINLESS CUP HOLDERS BEFORE IT WAS COVERED IN RED VINYL.



GARY CRISP LAID DOWN A VERY COOL WHITE PINSTRIPE TREATMENT ON THE DASH. THE FACTORY GAUGE BEZEL WAS REFITTED WITH THE FACTORY GAUGES, ALONG WITH THE FACTORY DASH KNOBS. A CPP STEEL TILT SHIFTER STEERING COLUMN WAS CAPPED WITH A GRANT CLASSIC SERIES CHROMED THREE-SPOKE LEATHER-WRAPPED STEERING WHEEL.



BECAUSE THE REAR FRAME RAILS WERE STEP-NOTCHED TO ALLOW AMPLE REAR SUSPENSION TRAVEL WHEN THE PNEUMATIC 'BAGS ARE DEFLATED, THE BED FLOOR WAS RAISE 8 INCHES. A CENTER BRIDGE IS FLANKED BY A PAIR OF WIDER WHEEL TUBS. THE BED FLOOR, WHEEL TUBS, BEDSIDES AND TAILGATE WERE GIVEN A BLACK LINE-X COATING. TO FILL THE JAZ 12-GALLON FUEL CELL, A BILLET ALUMINUM GAS FILLER WAS MOUNTED IN THE BED FLOOR.

down some awesome vintage white pinstriping. A CPP tilt steering column with column shift was capped with a Grant Classic Series chrome three-spoke leather-wrapped steering wheel.

Wayne's timeless '62 Ford draws attention wherever it's cruised or parked completely laid out on its rockers. **ST**

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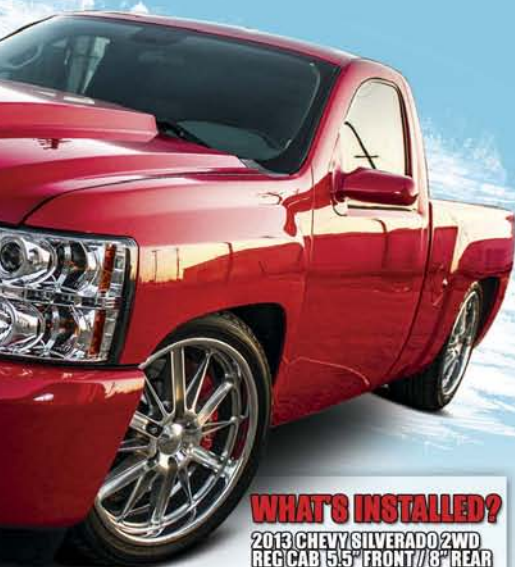
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09-13 RAM REG CAB 2/4	#964 \$289.99	#964ND \$480.70	#9648P \$524.70

FORD	NO SHOCKS	W/ND2	W/SP
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■ Where, and How, Does It Fit In?

TEXT BY **THOM CANNELL**

PHOTOS BY **THOM CANNELL, TRENT RIDDLE** AND COURTESY OF **NISSAN**





IT'S ALL IN HOW YOU LOOK AT TRUCKS. WITH THE REEMERGENCE OF THE RAM, FORD'S ALUMINUM BODY F-150, CHEVROLET AND GMC'S WICKED V-8 ENGINES, EVEN TOYOTA'S NEW TUNDRA, WHERE DOES TITAN EXPECT TO FIND NEW

CUSTOMERS? We were at the launch of Titan in 2003 when it was new and exciting, sparkling with innovations in suspension and its own snarky V-8. It never lived up to the sales volume expected, a problem shared with Tundra. So how does Nissan think it will achieve greatness with Titan 2.0?

The answer, according to Nissan, is in the "the white space" between today's best 1500 trucks and overpowered heavy-duty haulers. According to Nissan, there is a vast wasteland between the capacity of average 1500s and heavy-duty overkill. "Who needs a truck that can tow 26,000 pounds?" Nissan asks. The company understands there is a need for a 12,000 tow rating and a gooseneck hitch, as well as for 13-ton four-horse hotels on wheels. Oh, and we forgot its ace in the hole, the allure of the bright red Cummins 5L diesel under the hood, good for 310 hp and 555 ft-lbs of torque, as well as V-6 and V-8 engines, which we'll get to.

Do you remember how polarizing, bold and all shark jumpy snarky the original Ram was? It's not so bold these days and others followed suit. For the new Titan, Nissan had a tough job to create a bold truck that would appeal to a range of buyers with enough uniqueness to generate a bit of tension. We think the company has achieved some of that, but needs to get it on the road next to the opposition to really call it. That said, the nose gets big points for being nearly as crushingly huge as an F-350, and we like the waffle grille in either satin or matte because it contrasts with chrome or body color. We do question the similarity of the twin rectangular outriggers as a bit derivative, but understand that modern engines demand huge fresh air flow whether gas or diesel.

TOP OF TITAN'S NEW LINEUP IS THE XD CREW CAB. DESPITE ALL OF THE BLING IT'S A CAPABLE TRUCK WITH TOW CAPACITY OF 12,000 POUNDS AND A 2,000-POUND PAYLOAD. AS LONG AS WE'RE LOOKING AT THE FRONT, GAZE DOWN AT THE WHEEL ARCHES. NOTICE THE WAY THE SHOULDER SLOPES CURVACEOUSLY? SOME TRUCK MAKERS SAY THEIR ARCHES LOOK MUSCULAR. PHOOEY! THIS IS WHAT MUSCLE SCULPTURE LOOKS LIKE, ASK MARTIN ROONEY OR ANY CAGE FIGHTER—LEAN, SCULPTED, TAUT. FURTHER DOWN THE BED DESIGNERS USED ANGULARITY TO GUIDE AIR FLOW WHILE AVOIDING TYPICAL SLAB SIDES. YES, THEY DONE GOOD.

“FOR THE NEW TITAN, NISSAN HAD A TOUGH JOB TO CREATE A BOLD TRUCK THAT WOULD APPEAL TO A RANGE OF BUYERS WITH ENOUGH UNIQUENESS TO GENERATE A BIT OF TENSION.”

A SIDE VIEW OF THE XD SHOWS MORE OF ITS SIGNATURE V GRILLE, AS WELL AS PUTTING ITS CURVY FLANKS ON DISPLAY. VISUALLY, THE LONG BUMPER-TO-BUMPER LINE PULLS THE TRUCK CLOSER TO THE GROUND AND THE SIDE STEP THAT DELIVERS BED ACCESS IS PLENTY BIG ENOUGH FOR 2 FEET.



HOWEVER, STYLING INEVITABLY INVITES A COMPARISON WITH FORD. LOOK DEEPER AND YOU'LL SEE THAT TITAN RETAINS ITS SIGNATURE V, LESS APPARENT BENEATH THE CHROMED PLATINUM EDITION THAN THE PRO4X. BIG FRONT GRILLES ARE NECESSARY FOR THE AIR FLOW OF, PARTICULARLY, A DIESEL ENGINE AND ITS ASSOCIATED COOLERS. SO ALL TRUCKS WILL HAVE SIMILAR FRONT ENDS. THE REST OF THE WORK DONE ON DESIGN AND STYLING IS HARD TO SEE IN AUTO SHOW PHOTOS. THE HOOD RISES STRONGLY FROM THE GRILLE AND IS SCULPTED ALONG LINES THAT PUSH FROM PROJECTOR HEADLAMPS WITH COOL HOCKEY STICK LED DRLS INSET. A SLEEK LINE PULLS FROM THE GRILLE OVER THE HEADLAMPS AND THE FENDERS, DESCENDING TO A BRIGHT TITAN XD LOGO. THESE ARE THE STRONGEST SHOULDERS AROUND.

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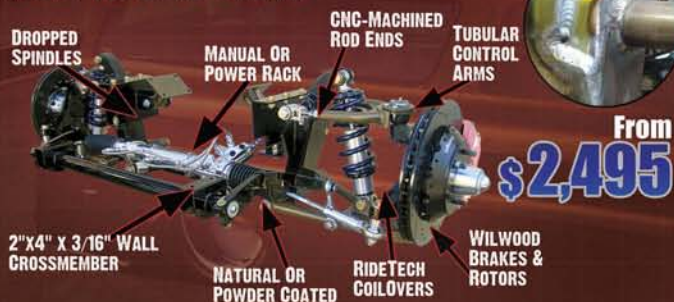


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TITAN, LIKE OTHERS, RELIES ON THE USE OF WOOD, METAL AND LEATHER TO CREATE A SIGNATURE LOOK. WE LIKE THE STEERING WHEEL AND THE SIMPLICITY OF ITS CONTROLS, AND THINK THE CENTER STACK LAYOUT IS BASED ON FUNCTION MORE THAN JUST DESIGN. SEATS USE AN INTERESTING SEWN-IN CHECKERBOARD PATTERN, AND CONTRAST STITCHING DEFINES MANY CONTOURS.



WITH THE STOUT CUMMINS 5L, THERE'S STILL PLENTY OF ROOM FOR COOLERS AND AUXILIARY DEVICES. USE OF A FULLY BOXED FRAME CONTINUES IN THE NEW TITAN, AS DOES USE OF AN INVERTED REAR SUSPENSION DESIGN.

THAT ALL-NEW ENGINE IS PART OF THE DRIVE TO LIGHTER, SMALLER AND MORE EFFICIENT ENGINES THAT ARE MORE POWER DENSE. WE TALKED TO RICH MILLER, DIRECTOR OF TRUCK PRODUCT PLANNING AT NISSAN, ABOUT THE NEW TITAN. BOTH TITAN AND TITAN XD WILL OFFER GASOLINE ENGINES WHEN THEY ARRIVE IN EARLY 2016. (YOU CAN ONLY GET THE DIESEL IN AN XD, GAS IN BOTH.) ABOUT THE NEW V-8 MILLER SAID, "I DROVE IT AT THE PROVING GROUNDS. IT IS A ROCKET SHIP. YOU COULD SEE ME SMILING TEN MILES AWAY!"

MILLER ALSO NOTED THAT WE SHOULD "EXPECT THAT WE WILL USE WELL-KNOWN TECHNOLOGIES, SEVERAL OF THEM, BUT IN NOVEL WAYS. SO, NOTHING YOU HAVEN'T SEEN, BUT MAYBE NOT TOGETHER." THEIR FOCUS WILL BE ON MASS AND FRICTION REDUCTION WHILE PUTTING DURABILITY, QUALITY AND RELIABILITY FIRST.

BEYOND THE CUMMINS DIESEL, TITAN WILL HAVE A V-6 AND A V-8. NOTHING MORE HAS BEEN SAID ABOUT THE ENGINES. HOWEVER, WE EXPECT A 3L V-6 AND A 4-5L V-8 AS MODERN ENGINES ALL SEEM TO FOCUS ON A 0.5L PER CYLINDER DISPLACEMENT. ANOTHER PUBLIC CLUE WAS THE "NEXT GENERATION 3L V-6 ENGINE WITH DIRECT INJECTION AND TWIN TURBOCHARGING" Q80 CONCEPT SHOWN IN PARIS.

WE'VE SEEN HOW DIRECT-INJECTION IS A NECESSITY FOR CLEAN EMISSIONS, BECAUSE ONBOARD ENGINE CONTROLLERS CAN PRECISELY MEASURE AND DELIVER FUEL TO EACH CYLINDER. WE'VE ALSO SEEN HOW A SINGLE TURBO CAN MAKE AN INTERESTING MOTOR, TWINS EVEN MORE SO, AND WONDER WHAT OTHER WELL-KNOWN TECHNOLOGIES COULD BE EMPLOYED TO STRENGTHEN THE PROMISED MOTORS. OFF HAND WE COUNT: VARIABLE OIL PUMP DISPLACEMENT, ELECTRIC TURBOCHARGING, VARIABLE ALTERNATOR, SEMI-EXOTIC VALVETRAIN, CYLINDER DEACTIVATION AND SUPERCHARGERS.



TITAN XD DIESEL USES AN AISIN SIX-SPEED EXCLUSIVELY; TRANSMISSIONS FOR GAS MODELS REMAINS TO BE SEEN. WE'RE HOPING FOR AT LEAST SEVEN SPEEDS TO DELIVER FUEL ECONOMY AND PERFORMANCE. WE'VE SEEN WHAT AN EIGHT-SPEED CAN DO TO BOOST HIGHWAY, EVEN CITY, FUEL ECONOMY FOR RAM; SO, THINK WHAT A NINE OR 10-SPEED TRANSMISSION COULD DO FOR TITAN. IT'S POSSIBLE THEY'LL HAVE DIFFERENT TRANSMISSIONS FOR THE V-6 AND V-8, AS GM HAS DONE FOR DECADES.

WE TALKED TO NISSAN'S PIERRE LOING, VICE PRESIDENT OF PRODUCT AND ADVANCED PLANNING AND STRATEGY. AMONG THE FIRST THINGS HE SAID WAS, "...TITAN IS NOT THE PRODUCT OF FOREIGN GUYS, IT IS AMERICANS WHO VALIDATED THE TRUCK," WHICH WAS DESIGNED IN CALIFORNIA, ENGINEERED IN MICHIGAN, USES ENGINES BUILT IN TENNESSEE AND INDIANA, AND IS BUILT IN MISSISSIPPI. LOING TOLD "STREET TRUCKS" THAT DOING THE NEW TITAN WITH ITS THREE CABS—STANDARD, KING AND CREW—IS EASIER FOR NISSAN BECAUSE THE COMPANY HAS NO 3/4-TON TRUCKS. THAT SAID, "IT'S NOT EASY [INEXPENSIVE] TO MAKE THREE CAB STYLES AS FULL-SIZED PICKUPS ARE ONLY USED IN NORTH AMERICA, AND THE OES DO A VERY GOOD JOB TO SPEND A LOT OF MONEY!"

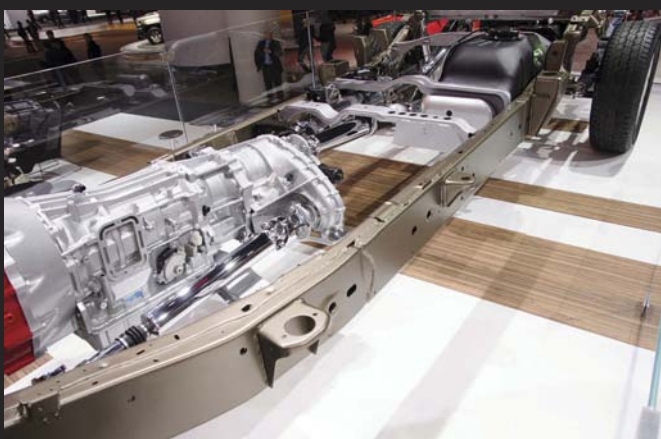


TO REALLY UNDERSTAND TITAN'S SCULPTURE TAKES A STUDIO SHOT. AN IMPLIED LINE LEADS FROM HEADLAMP TO TAIL LAMP, WHILE A DEEPLY CARVED V PLUNGES FROM THE FRONT WHEEL ARCH, AS DOES ANOTHER FROM THE REAR. ANCHORING THE TRUCK TO THE EARTH IS ANOTHER HORIZONTAL LINE RUNNING FROM BUMPER TO BUMPER. WE THINK YOU'LL AGREE IT HAS ITS OWN DISTINCTIVE LOOKS.

THAT SCULPTURAL LINE PICKS UP AT THE BACK, ARCHING UP OVER REAR WHEEL WELLS AND EXTENDS BACK TO THE TAILGATE. A LENGTHENING HORIZONTAL LINE RUNS FROM THE BUMPER'S FOLD ALONG BODY PANELS TO THE BACK BUMPER. IT ANCHORS THE TRUCK BODY, AS DOES A FULL-LENGTH STEP THAT PERMITS BED ACCESS WITHOUT A STEPLADDER. ONCE YOU SEE TITAN ON THE ROAD WE DON'T THINK YOU'LL MISTAKE IT FOR ANYTHING BUT A NISSAN TRUCK.



NISSAN SAYS THE BED RAIL HOOKS ARE IMPROVED OVER THE FIRST GENERATION. THEY DID REMOVE AND REATTACH EASILY, AND ARE MADE OF LIGHTWEIGHT ALUMINUM.



TITAN'S FRAME, BUILT BY SPECIALIST TOWER INTERNATIONAL, IS FORMED BY WELDING SPECIFIC THICKNESSES AND TYPES OF STEEL INTO BOX SECTIONS. COMPUTER ANALYSIS DELIVERS BOTH STRENGTH AND GOVERNMENT-MANDATED CRASH STIFFNESS. WE'RE LOOKING AT THE LONGITUDINAL BOXES AS THE TORSIONAL STIFFENERS; THEY PENETRATE AXIAL RAILS.



CROSS MEMBERS AND FRAME MEMBERS ARE BOXED. NO PORTHOLES IN SIGHT, AND AS YET NO INDICATION OF WHERE HIGH STRENGTH STEELS ARE USED TO DECREASE MASS AND WEIGHT.

WHILE THERE AREN'T ANY NUMBERS FOR STRUCTURAL RIGIDITY, WE KNOW THE FRAME IS PHILOSOPHICALLY SIMILAR TO THE ORIGINAL TITAN. ITS FRONT SUSPENSION IS TAKEN FROM THE NV TRUCK SERIES ALMOST INTACT. AS LOING SAYS, "WHY MESS WITH GREAT DURABILITY, SOME CUSTOMERS HAVE HALF A MILLION MILES." IT CONTINUES WITH NV'S DOUBLE-WISHBONE AND STABILIZER BAR. THE REAR IS UNIQUE, BUT VERY SIMILAR IN DESIGN TO THE 2014 TITAN WITH LEAF SPRINGS, TWIN-TUBE SHOCKS AND AMERICAN AXLE-BUILT REAR DIFFERENTIAL MEASURING 14 INCHES WITH 3.5-INCH AXLE TUBES. AN ELECTRONIC LOCKING REAR DIFF IS AVAILABLE. FRAMES, BY TOWER INTERNATIONAL, ARE FULLY BOXED AND CROSS BEAMS DEFLECT CRASH LOADS AND ADD RIGIDITY.



INSIDE, THERE'S THE UNDER-SEAT STORAGE, COMPUTER-SIZED FRONT STORAGE CONSOLE, 12/120-VOLT OUTLETS (IN THE BED, TOO), ROCKFORD FOSGATE PREMIUM SOUND SYSTEM, 360-DEGREE SURROUND VIEW ON THE NAV SCREEN AND THE NASA-INSPIRED ZERO GRAVITY SEATS SAID TO IMPROVE POSTURE. WE HAVE MUCH MORE TO SAY, BUT WE, LIKE YOU, JUST HAVE TO WAIT.



EVERY TITAN COMES WITH IN-BED 120V ELECTRIC OUTLETS. THEY'RE COVERED AND WATER RESISTANT.



NISSAN PIONEERED IN-BED TIE DOWN RAILS, THESE ARE IMPROVED OVER THE ORIGINALS. STANDARD, THEY ARRIVE WITH COVERS TO PREVENT DAMAGE.



THE STEP RAIL EXTENDS FROM FRONT TO THE REAR WHEEL ARCH AND INCLUDES A LOGO, THOUGH WE DOUBT YOU'LL MISTAKE A TITAN FOR ANYTHING ELSE.

THERE'S MORE UNSAID ABOUT TITAN THAN SAID, LEAVING US TANTALIZED AND HOPING TO LEARN MORE ABOUT THE ENGINES, BEDS AND CABS. WE'VE NOT TOUCHED ON THE STANDARD BED COATING, THE IMPROVED IN-BED TIE-DOWN CHANNEL, IMPROVED BED SIDE LATCHING HOOKS, THE LED BED LIGHTS AND LIGHTS THAT ILLUMINATE THE TAILGATE, NOR THE REMOVABLE IN-BED, DRAINABLE, LOCKABLE STORAGE CONTAINERS.

NOTE THE INSET LIGHTS THAT WILL KEEP YOU WORKING LONG AFTER SUNSET, WHETHER YOU BROUGHT A LANTERN OR NOT. THE TAILGATE IS ALSO FULLY COUNTERBALANCED FOR EASY LIFTING AND A SLOW DESCENT. SIDE SCULPTING IS THE AREA RESERVED FOR LOCKABLE IN-BED STORAGE, WHICH CAN BE REMOVED.

THAT'S THE HEFTY REAR AXLE, IN THIS CASE ON THE DIESEL TRUCK. IF NISSAN KEEPS THE AMERICAN AXLE ACROSS ALL TRUCKS, IT WILL MEAN A VERY ROBUST TRUCK FOR EVERY BUYER.



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KEEPING TRACK OF THE VITALS PART 7

AS WE WERE wrapping up the drivetrain swap on our '62 GMC project truck, there was one thing left before we could fire it up. We needed to install a set of gauges before we could even think about testing out the 383 SBC we got from BluePrint Engines. Though the truck had a working set of gauges that were installed at the factory, we needed some better equipment. We probably could have figured out a way to use the old gauges, but we didn't have full confidence in them. On top of that, the factory cluster did not have a tachometer, oil pressure or voltage gauge.

When you think of aftermarket gauges, usually you picture boring old silver or black face instruments. Actually, there is a wide variety of options available. One company that's on top of the game here with both functionality and style is Auto Meter. Knowing that the company has been helping enthusiasts and professionals with instrumentation since 1957, we had faith that these products would be reliable enough for our high-performance truck.

After looking at the many different styles Auto Meter produces, the Prestige Series gauges in antique ivory caught our eye. The faces are off-white and the lettering is clean and easy to read, and they're LED lit. The color was made to resemble the glow of a classic tube radio. With their retro look, we knew they were the perfect choice for our patina-style truck.



Though Auto Meter was the clear choice for the gauges, we were still scratching our heads about how to mount them. If you can weld and fabricate, you can simply make a cluster out of sheet metal, but we wanted a quicker and easier way to mount them. Since it's not common to work on GMCs of this year, it was a little difficult to find a solution. Luckily Classic Industries had a billet gauge face panel that fit directly on our truck and was designed to hold Auto Meter gauges.

With the parts in hand, it was off to install them. We admit that we're not professionals when it comes to wiring, but the installation was so straight forward that just about anyone could figure it out. There are a

few different ways to hook up an Auto Meter speedometer. You can install the included speed sensor on your transmission and calibrate it, or you can order the GPS sensor, which is the substantially easier route.

After the gauges were installed we were able to fire the engine and see how it performs. The gauges let us keep track of oil pressure, water temperature, fuel level, voltage, RPMs and speed. Without being able to keep an eye on these things we wouldn't have felt safe running it.

These gauges not only work great, but they also look awesome, too. Take a look at the following steps to see how easy it was to install them. **ST**

SOURCES

- **Auto Meter**
866.248.6356
Autometer.com
- **BluePrint Engines**
800.483.4263
Blueprintengines.com
- **California Performance Transmission**
800.278.2277
Cpttransmission.com
- **Classic Industries**
714.841.1561
Classicindustries.com
- **Devious Customs**
951.359.9666
Deviouscustoms.com
- **Rick's Tanks**
915.760.4388
Rickstanks.com

THE SETUP



01 Here is everything we need to keep watch on what's going on with our drivetrain. This includes the Auto Meter Prestige Series antique ivory five-piece kit (P/N 2002), matching tachometer (P/N 2097), LED lighting dimmer (P/N 9114) and dash insert from Classic Industries (P/N B4753).



02 The old, worn-out gauge cluster was simply taken out by removing several screws on the face and unplugging the wires in the back.



03 To keep track of which wire goes to which sensor, we used different colored wires to make a custom harness. The wires were fed through the firewall and kept together with plastic loom. Adel clamps were used to secure them in place.



04 The first sensor to be attached to the appropriate port on the engine was the oil pressure sender that was attached to a hole on the engine block.



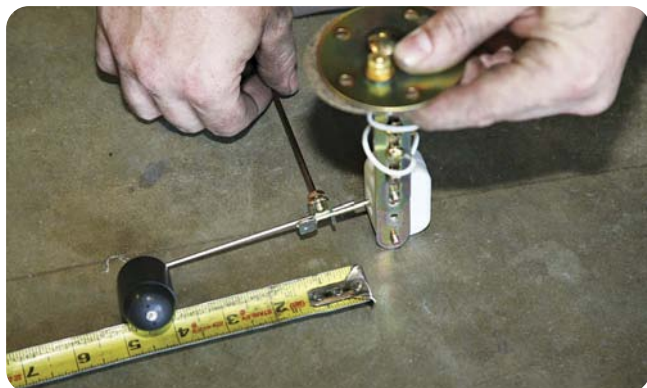
05 Next, the tachometer was plugged into the corresponding terminal on the engine's ignition.



06 The kit included a water temperature sensor, and it was attached to the intake manifold with a reducer fitting that had Teflon tape applied to the threads. Once on, a wire was secured to the top of it.



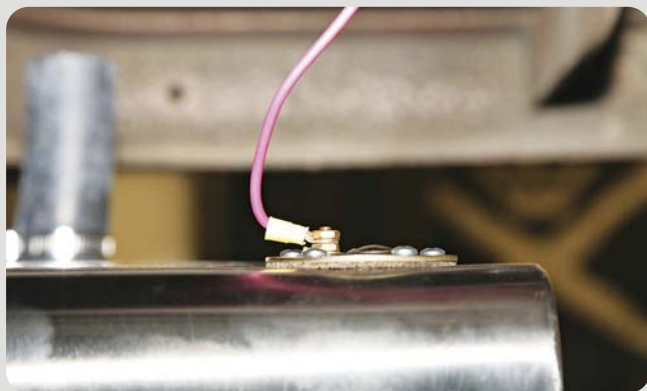
07 To get a reading on the voltage, a wire was attached to the positive connector on the alternator.



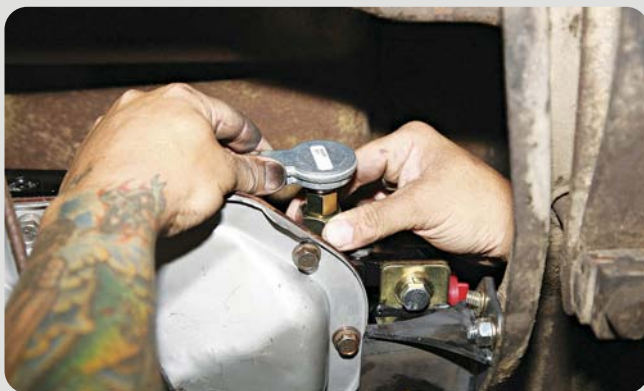
08 Since we got a rear-mounted stainless steel gas tank from Rick's Tanks, it had an opening for the fuel level sensor. Using the guide from Auto Meter, we made sure the float arm was set to the proper length.



09 Then we shortened the fuel level sensor stem to the recommended length, dropped it in the tank and secured it in place.



10 The power line to the fuel level sensor was connected. Later, we ran it from the back of the truck to the dash.



11 The included speed sensor was attached to the 2004R transmission.



12 The ground wire on the speed sensor was attached to the body, while the white wire went to the speedometer. Calibration is simple: just plug in the included button. You'll have to hold it when the engine is started, release it and press it one more time. Then drive 2 miles and press it again to complete the calibration.

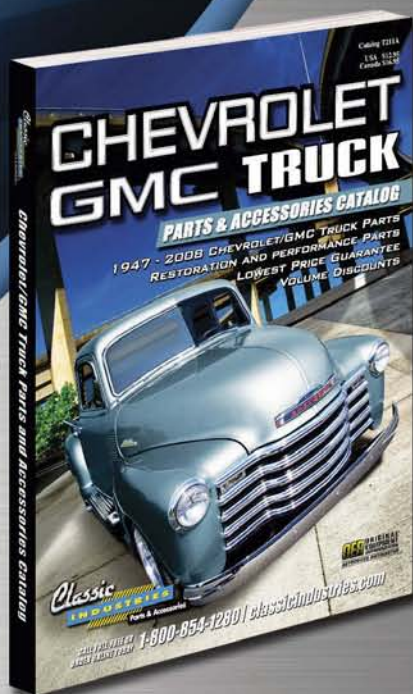
➤ MOUNTING THE GAUGES



13 Though the dash insert is aluminum and came in a highly polished finish, it was too shiny for our patina truck. We decided to give it a brushed look by wiping it down with an abrasive cleaning pad in a straight across motion.

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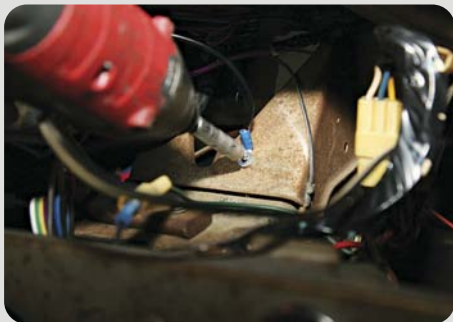


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14 Attaching the gauges to the dash insert was easy. We simply placed them in the holes and used the supplied brackets and hardware. Afterwards, the whole package was put together and ready to install on the dash.



15 Before we dropped the gauges in, ground wire was attached to the truck's body.



16 To allow us to change the brightness of the LED lighting, we installed this dimmer switch near the fuse block.



17 The gauges were all wired up with ground, power, ignition and matching sensor wires.



18 The dash panel even came with holes for turn signal indicators and high beams. We picked up some lights from a local hardware store and wired them up as well.

➤ GAUGING SPEED WITH GPS



19 If you don't want to deal with wires going to the transmission, and you don't want to tap into a computer, Auto Meter's Universal GPS Speedometer Interface Module (P/N 5289) is a good alternative. It also works if you change to a different wheel size and don't want to have to recalibrate every time. We wired this unit and attached it near the fuse block on the truck to keep it out of the way.



20 The magnetic GPS antenna can be mounted anywhere as long as it has a clear view of the sky. We were able to stick it on the dash and feed the wire through a gap where the defrost vent is located. Then the connector was attached to the GPS module.



21 With all of the wires plugged in and the gauges ready to go, the dash insert was attached with the included brackets and hardware from under the dash like so.

➤ GPS CALIBRATION



22 Since the GPS module will read the correct speed of the vehicle on its own, all you really have to do is sync it to the speedometer. This is done by powering up the gauges and pressing the button until the needle hits 80 mph exactly. It takes about five seconds to get the needle to sweep over and then it will go rather fast. When the needle gets close, simply release the button and tap it until it hits the mark. Afterwards, your vehicle will be ready to go, and you'll have an accurate reading of everything that's going on inside your truck's engine.

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WE'VE NOTICED THAT EARLY MODEL SUVs HAVE MADE A BIG SPLASH IN THE CUSTOM TRUCK SCENE, AND WHY NOT? THOSE MASSIVE, LONG ROOF LAND YACHTS, ALSO KNOWN AS FAMILY HAULERS, COULD TRANSPORT OR TOW ANYTHING. For many years, Rene Hagen from Abbenbroek, Netherlands, a province of South Holland, had been an American hot rod enthusiast. During a trip to the States to enjoy the 2013 SEMA Show, Rene extended his journey and visited Scott's Hotrods (SHR) located in Oxnard, California. After meeting with owner Justin Padfield and taking the royal tour of the massive SHR facility, Rene noticed a '65 Suburban sitting in the shop. He asked Justin what the plans were for the Sub, and Justin told him, "It's going to be the official SHR shop truck." Nevertheless, Rene asked if the Sub was for sale. "Of course," Justin said, "Everything is for sale at the right price."

Land



Yacht

■ A Slick '65 Suburban Built to Cruise

TEXT BY **BOB RYDER**
PHOTOS BY **TIM SUTTON**



SUBTLE BODY MODS WERE MADE TO THE SUB'S PROFILE. THE LID WAS LOWERED 2 1/2 INCHES AND THE DRIP RAILS WERE SHAVED. THE BODY WAS ALSO SECTIONED 1 1/4 INCHES AT THE BELT LINE THROUGH THE DOORS.



After returning to his home in Abbenbroek, Rene kept thinking about that '65 Sub sitting in the shop and how very cool it was. After a few months, he couldn't stand it any longer, so he gave Justin a call. The two made a deal, not only for Rene to buy the Sub, but also for SHR to build it. Justin said if they were going to build it, the shop would create a one-of-a-kind Suburban that would be timelessly cool.

After separating the massive body from the frame, both parts were sent off to Pacific Coast Powder Coating in Palmdale, California. There they were media blasted to bare metal. Next, the frame rails were boxed, and the rear frame rails were step-notched 8 inches to allow for ample rear axle housing and suspension travel when in full compression with the Super Slam RideTech Firestone airbags deflated. An SHR center tube cross member using 1 1/2-inch OD with .125-wall thickness steel was welded between the frame rails for increased strength and rigidity.

Anchoring the Ford 9-inch rearend housing was an SHR 4-bar, 4-link system. A pan hard bar was assembled and bolted to the rearend and frame to eliminate any lateral movement. SHR's Super Slam RideTech Firestone pneumatic 'bags were then installed to allow maximum negative vertical travel. To woo the horsepower axles on the rearend, a pair of



TO CLEAN UP THE SUB'S REAR, THE LOWER CLAMSHELL-STYLE, DROP GATE WAS SMOOTHED AND THE LICENSE PLATE WAS FRENCHED.





rear Wilwood 14-inch-diameter cross-drilled, vented rotors was squeezed by a pair of Wilwood four-piston calipers and pads. Up front, an SHR Super Slam 'bagged independent front suspension was installed.

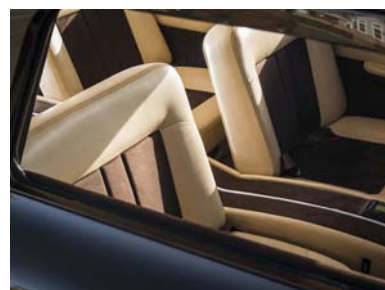
The original massive factory front cross member that hangs very low was removed. The SHR bolt-in cross member, upper and lower tubular control arms with built-in adjustability, 2-inch dropped spindles, power rack-and-pinion steering, beefier sway-bar, end-links and Super Slam pneumatic 'bags were installed. Front stopping power is provided by a pair of Wilwood aluminum hubs/five studs to the 14-inch, cross-drilled, vented rotors clamped by a pair of six-piston calipers and

THE SHORT LOKAR SHIFTER, CLAD WITH SUEDE BOOT, ALLOWS FOR EASY GEAR SELECTION OF THE GM 765R4 FOUR-SPEED AUTOMATIC TRANSMISSION. A RIDETECH CONTROL PANEL WAS MOUNTED FLUSH INTO THE CENTER CONSOLE FOR EFFORTLESS PNEUMATIC 'BAG ADJUSTMENTS.

brake pads. When the front pneumatic 'bags are purged, it allows the Suburban to lay out on its rockers. Spinning, style and grip were about bolting on a set of custom one-off Hot Rods by Boyd aluminum wheels (front 20x8.5, rear 20x12) wrapped in BF Goodrich G-Force rubber (front 245/35ZR-20 and rear 305/35ZR-20).

The choice of power was a 1974 Chevy 454-ci big-block that was delivered to Adams Machine Shop in

RON MANGUS AND CREW WERE RESPONSIBLE FOR THE IMMACULATE INTERIOR FEATURING FOUR GLIDE BUCKET SEATS WITH CUSTOM FOAM AND PERIMETER BOLSTERS COVERED IN SOFT TERRACOTTA TAN LEATHER.



Lancaster, California. There the engine was disassembled, cleaned, machined, bored, honed, balanced and assembled with all of the right internal and external performance components. A machined GM 454-ci crankshaft was fitted with reconditioned shot-peened connecting rods and Keith Black pistons. A healthy Comp Performance camshaft was carefully inserted into the cam bearings. GM Performance intake/exhaust valves, springs, push rods, lifters and Crawler roller rocker arms complete the valve train assembly. A pair of custom-polished aluminum valve covers was bolted to the cylinder heads. An Edelbrock aluminum water pump circulates the engine's coolant through a Be Cool aluminum radiator fit with dual SPAL electric fans. A K&N air filter and Holley 750-cfm carburetor deliver the precise



THE FACTORY CLAMSHELL-STYLE REAR DROP GATE RECEIVED NEW HINGES, LATCHES AND HARDWARE. THE DOORS ARE FLANKED BY A PAIR OF FACTORY LED TAILLIGHTS.



air/fuel mixture into the Edelbrock aluminum intake manifold. After all was said and done, the enhanced big-block displacement measures 468 ci; this produces 600 hp and 550 lbs-ft of torque. A pair of custom-designed, bent and welded SHR ceramic-coated headers exhausts burnt gasses. The headers collect into a 3-inch-diameter Flowmaster exhaust that flows into a pair of Flowmaster mufflers. Bow Tie Overdrives in Hesperia, California was responsible for building a stout GM 1992 765R4 four-speed automatic transmission. It was fitted with a PDQ torque converter with a 2,400-rpm stall.

PEEKING FROM UNDER THE HOOD, WE DISCOVERED A HEALTHY 1974 CHEVY 454 BIG-BLOCK THAT WAS MACHINED TO 468-CI AND PRODUCES 600-PLUS HP AND 550 LBS-FT OF TORQUE. IT WAS FITTED WITH AN EDELBROCK ALUMINUM INTAKE MANIFOLD WITH HOLLEY 750-CFM CARBURETOR AND K&N AIR FILTER. SCOTT'S HOTRODS MADE UP A PAIR OF CUSTOM-POLISHED ALUMINUM VALVE COVERS AND CUSTOM BLACK CERAMIC-COATED HEADERS.

After Rene and Justin discussed body mod ideas, they collaborated with automotive rendering artist Eric Brockmeyer. Eric created a masterpiece, but it's one thing to draw a design on paper, and quite another to design, fabricate, weld, grind, sand and paint it into reality. It was a complete team effort that transformed the original '65

TRUCK SPECS

OWNER

Rene Hagen
1965 Chevy Suburban
Abbenbroek, Netherlands

BUILDER

Scott's Hot Rods
Oxnard, California

ENGINE

- 1974 Chevrolet cast iron big-block machined to 468 ci
- Shop: Adams Machine Shop Lancaster, CA
- Assembled by Bill Arthur
- GM 454 BB cast iron ported and polished cylinder heads
- Custom-polished aluminum valve covers
- KB pistons
- GM steel crankshaft
- Comp Cams camshaft
- GM intake and exhaust valves
- GM valve springs
- Crawler roller rockers
- GM hydraulic lifters
- GM push rods
- Edelbrock aluminum water pump
- Be Cool radiator
- SPAL dual cooling fans
- Scott's Hotrods engine mounts
- Edelbrock intake manifold
- Holley 750-cfm carb
- K&N air cleaner
- Vintage Air FrontRunner serpentine kit
- American Autowire harness
- Scott's Hotrods custom, ceramic-coated headers
- Flowmaster 3-inch mandrel-bent, stainless steel exhaust with Flowmaster muffler
- Optima battery
- Scott's Hot Rods 18-gallon aluminum fuel tank

TRANSMISSION

- Manufacturer: Bowtie Overdrives Hesperia, CA
- GM 1992 765R4 four-speed automatic
- PDQ stall, 2,400 rpm torque converter
- Lokar shifter
- Coast Driveline driveshaft

FRAME

- Rear frame rails step-notched, boxed, holes filled and smoothed

SUSPENSION

- Shop: Scott's Hotrods Oxnard, CA
- Front: Scott's Hotrods front bolt-in cross member with Super Slam RideTech Firestone 'bags IFS bolt-in
- Scott's Hotrods control arms
- Wilwood Pro 2-inch dropped spindles
- RideTech Firestone pneumatic 'bags
- Scott's Hotrods power steering rack
- Rear: Scott's Hotrods 4-bar and pan hard with pneumatic RideTech Firestone 'bags
- Ford 9-inch narrowed rear end housing with 31-spline axles, 3.70 gears with posi-unit

BRAKES

- Wilwood 14-inch front rotors, six-piston calipers
- Wilwood 13-inch rear rotors, four-piston calipers
- Wilwood master cylinder combo with 1-inch bore

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

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TRUCK
SPECS

WHEELS

- Front: Hot Rods By Boyd, brushed aluminum, one-off 20x8.5
- Rear: Hot Rods By Boyd, brushed aluminum, one-off 20x12

TIRES

- Front: Pirelli PZero 245/35ZR-20
- Rear: Pirelli PZero 305/35ZR-20

BODY

- Shop: Scott's Hotrods Oxnard, CA
- Justin, Brycen, Kody, Dennis, Severy, Jerry, Tyler, Kyle, Andy and Alan
- Chopped 2 1/2 inches, C-pillars and drip rail removed
- Rounded upper door corners
- Sectioned 1 1/4-inch from beltline
- GM factory hood
- Pacific Coast Powder Coating media blasting
- GM factory grille and insert
- Halogen headlights
- Dakota Digital LED taillights with stock lenses
- LMC front bumper with bolts shaved, chromed by Sherm's Plating
- Scott's Hotrods rear bumper custom molded to body
- Kindig It Designs smooth door handles
- RideTech gas filler
- Auto City glass

PAINT

- Shop: Palmers Custom Paint Moorpark, CA
- Painter: Alan Palmer
- AXALTA DuPont Macadamia Metallic Brown (custom mix) and AXALTA DuPont Chrysler Stone White roof
- Pinstriping by Bob Coslett

INTERIOR

- Shop: Mangus Hot Rods Interior Rialto, CA
- Four Glide bucket seat frames with Mangus custom foam and perimeter bolsters
- Mangus custom Terracotta Tan leather suede and Alcantara leather center console
- Dynamat sound deadener
- Mangus square wave brown/tan carpet
- Custom tan leather headliner
- Alcantara Brown and Terracotta Tan leather door and side panels
- Clayton Machine Works billet aluminum door handles
- Scott's Hotrods custom matte brown dash
- Classic Instruments white face gauges
- ididit tilt steering column painted body color
- Colorado Customs 14-inch, classic two-tone leather 1/2-wrap steering wheel

AUDIO

- Shops: Scott's Hotrods and Mangus Hot Rods Interior
- Alpine head unit, amps and speakers
- Fosgate wiring
- Optima battery



ONE LOW, LONG LAND YACHT.



A SET OF ONE-OFF HOT RODS BY BOYD ALUMINUM WHEELS WERE SPOOLED UP WITH THIN SLOTTED KIDNEY BEAMS MACHINED JUST INSIDE THE CENTERS' PERIMETER EDGE.



THE STOCK DOOR HANDLES WERE REMOVED AND THE SHEET METAL WAS SHAVED SMOOTH. A PAIR OF BITCHIN' KINDIG IT DESIGNS SMOOTH, FLUSH-MOUNT DOOR HANDLES WAS FUSED INTO THE DOOR SKINS.

Suburban into a metal-sculpted masterpiece with more than 100 body mods. Justin headed up the project, but handed it off to shop foreman Brycen Smith, who along with Kody Smith (no relation), Dennis Smith, Severy Blake, Jerry Contreras, Tyler Padfield, Kyle Fedel, Andy Canchola and Terry Spangler created this flawless jewel.

The most pronounced body modifications were lowering the Sub's profile. The roof was chopped 2 1/2 inches through the rear side windows. The C-pillars were removed, which made room for the massive 6-foot one-piece glass side-widows that were cut by City Auto Glass in Oxnard and mounted flush. The roof drip rails were removed and shaved smooth. To maintain a proportional profile, the body was sectioned 1 1/4 inches through the doors, cowl and fenders. To continue the clear glass appearance, the door quarter-vent windows were removed and replaced with one-piece door glass.

“RON MANGUS AND HIS CREW WERE ALLOWED TO BE VERY CREATIVE ON A LARGE SCALE.”

After all of the body mods and bodywork were finished, the Sub was delivered to Palmer's Custom Paint in Moorpark, California. There Alan applied sanding primer, and then block sanded the sheet metal surfaces to a flawless, smooth finish. The body surface was cleaned and Alan sprayed the AXALTA Macadamia Metallic Brown custom blend. The roof received AXALTA Chrysler Stone White. The basecoat was buried with multiple coats of AXALTA clear. After ample curing time, the massive surfaces were cut, buffed and polished to a glistening shine. The windshield was also

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THE ROOF WAS CHOPPED 2 1/2 INCHES, THE C-PILLARS WERE REMOVED AND THE BODY WAS SECTIONED 1 1/4 INCHES THROUGH THE DOORS. THE INTERIOR RECEIVED AN ALL-NEW STEEL FLOOR, REAR WHEEL TUBS, STEP NOTCH COVER AND BEAD-ROLLED SIDE PANELS.



EVERYTHING ON THE SUBURBAN WAS TEST-FIT BEFORE BEING SENT OFF TO BE PAINTED OR POWDER COATED.

cut down to fit the roof's chop. The door handles were removed then replaced with flush-mounted versions from Kindigit Designs. The factory rear bumper was sectioned and molded into the body to form a clean rear roll pan. A pair of factory-style rear LED taillights was added. Up front, the factory front bumper mounting carriage bolt holes were plugged/welded, ground smooth and narrowed. Then the factory grille and front bumper were sent out to Sherm's Plating to be dipped, stripped, coppered, nicked, polished and chromed to perfection. The headlight bezels were filled with a pair of halogen headlights.

The massive cabin was an upholsterer's paradise. Ron Mangus and his crew at Ron Mangus Hot Rod Interiors in Rialto, California were allowed to be very creative on a large scale. The entire interior was clad with Dynamat sound/heat deadening material. The deadened floor was then covered with Mangus brown/tan square weave carpet. All four Glide bucket seat frames received plenty of foam with additional built up foam leg and lateral bolsters. The seats were covered with Terracotta Tan leather with Alcantara brown leather inserts. A custom center console was also covered



THE FACTORY DASH WAS SMOOTHED AND A CUSTOM INSTRUMENT PANEL WAS FILLED WITH CLASSIC INSTRUMENTS WHITE FACE GAUGES. AN ALPINE HEAD UNIT WAS MOUNTED FLUSH IN THE DASH TO ORCHESTRATE THE AUDIO ENTERTAINMENT. A VINTAGE AIR FRONT RUNNER AIR CONDITIONING SYSTEM, CONTROL PANEL AND FOUR VENTS WERE MOUNTED UNDER THE DASH.



AFTER A DOUBLE TAKE, WE NOTICED THAT THE REAR SIDE WINDOW C-PILLARS HAD BEEN REMOVED. TWO 6-FOOT ONE-PIECE GLASS SIDE WINDOWS WERE INSTALLED FLUSH, ALONG WITH A NEWLY CUT FLUSH-MOUNT REAR CLAMHELL BACK WINDOW.

with seat-matching tan leather sides and Macadamia Brown suede leather center. The door panels were covered in matching two-tone tan and brown leather. Creating the endless one-piece tan suede leather headliner was a feat in itself. To observe the engine's vital signs, a set of Classic Instruments round white face gauges was installed into the instrument panel.

This entire build was completed in just 90 days! This incredible, timeless '65 Suburban is awesome inside and out. **ST**

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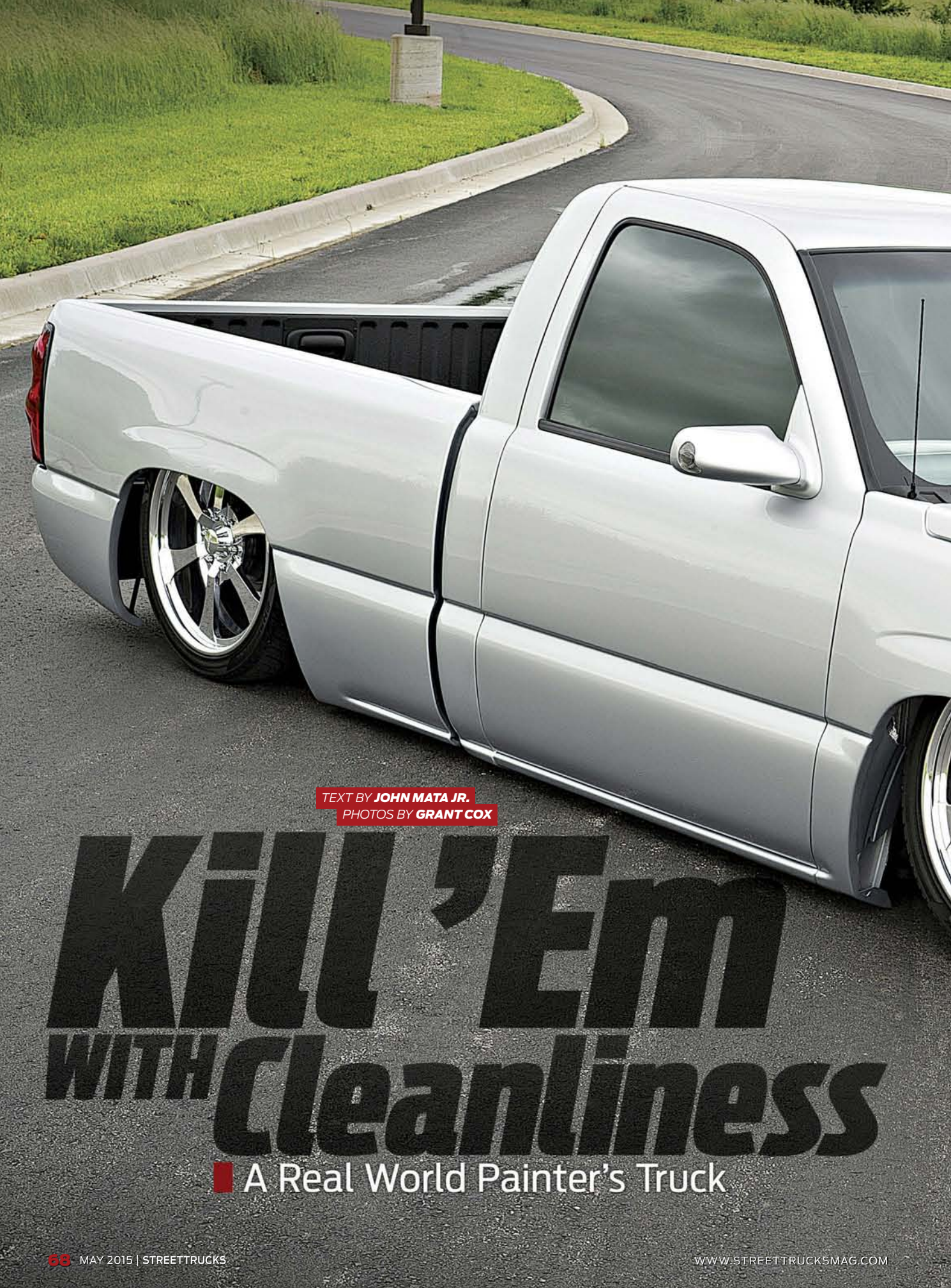
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TEXT BY **JOHN MATA JR.**
PHOTOS BY **GRANT COX**

Kill 'Em WITH Cleanliness

■ A Real World Painter's Truck



ONE OF THE MOST INTRIGUING ASPECTS OF GOING TO SHOWS IS SEEING TRUCKS THAT REALLY SHOWCASE A BUILDER'S SKILLS. IT'S ALWAYS INTERESTING TO SEE WHO DID WHAT AND HOW IT WAS DONE. Sometimes the most trick modifications aren't always the best executed, though. At times, things can be overdone and border on overkill, while others are perfect, slick yet subtle. The "less is more" approach often goes a longer way than more, more and more. Here to drive this logic home is Chad Doss. Chad's an auto collision painter by trade, and when he was standing in front of his own project truck, he left the crazy color palettes behind and opted for a single-stage paint scheme instead. Modifications were also kept to a minimum to avoid unnecessary distractions. "Kill 'em with cleanliness" is a motto that he holds dear.

Chad sees cars and trucks of all types roll through the garage doors, and being in the business of collision repair, some might think there's little room for creativity. Well, he would be the first to argue against that way of thinking. As the old saying goes, there are more ways than one to skin a cat, and there are definitely more ways than one to piece together an impressive truck.



THE CONFINES OF THE SILVERADO'S INTERIOR ARE JUST AS CLEAN AND STREAMLINED AS ITS EXTERIOR.



When he purchased the truck, it has already been body-dropped by its previous owner, Kevin Whipps. This gave Chad a little bit of a head start on the other mods he wanted to do, but since he's a body and paint guy, he jumped right into cleaning up the truck's exterior. Every handle

was shaved right off, and the rear bumper was tossed aside for a Sir Michael's weld-in roll pan. The main idea was to minimize clutter; so, the stake pockets were also deleted, and its details as small as this that create such a slick look that others might not be able to carry out when building their own trucks, but it's necessary when trying to break away from the crowd.

When the time came to choose a paint color, Chad stayed away from a multi-colored paint scheme and loud graphics. Not that there's anything wrong with splashes of color here and there, but it just wasn't in the stars for this Silverado. The solid Chrysler Silver hue from DuPont worked perfectly to help get the point



“[CHAD'S] HAD LONG SLEEPLESS NIGHTS CONTEMPLATING WHAT TO KEEP OFF HIS TRUCK **RATHER THAN WHAT HE COULD ADD.**”

across. The most striking characteristic Chad's truck has going for it is its streamlined appearance. Nothing has been overdone anywhere in the interior or the exterior. Go ahead, try your best to pick something out on this truck that isn't clean and straightforward. Simply put, the Chevy is a neat freak's dream come true.

Having built his fair share of customized vehicles in the past (including a body-dropped Sonoma, a 'bagged

TRUCK SPECS

OWNER

Chad Doss
2004 Chevy Silverado
Springfield, MO

ENGINE

- Factory 4.3L V-6
- Flex-a-lite electric fan
- JBA plug wires
- JBA shorty headers
- K&N filter
- Engine driven compressor
- Optima Red Top battery

SUSPENSION

- Air Lift Dominator 2600 'bags
- Belltech drop spindles
- KP Components step notch
- KP Components 6-link cantilever with Watts link rear setup
- 2004 Chevy 10-bolt rearend
- Baer disc brakes on all four corners
- Custom Heim joint sway bar end links

WHEELS & TIRES

- Bonspeed Laguna II 22x8.5 wheels
- Hankook 265/35R22 tires

BODY & PAINT

- DuPont Cromax Pro Chrysler PS2 paint
- 2 3/4-inch bodydrop
- Sir Michael's roll pan
- Bed floor raised 5 3/4 inches
- All handles shaved
- Street Scene sport mirrors with turn signals
- Stock headlights cleared out
- Shaved third brake light
- HID lighting
- Welded stake pockets
- Line-X bed liner

INTERIOR

- Upholstery work by Ron's Custom Interior
- Black carpet
- Reupholstered leather seats
- Dash and door panels smoothed and painted
- Escalade gauge cluster
- Tahoe center console
- Escalade door handles
- Budnik Famosa billet steering wheel
- JVC receiver

THE STOCK
4.3L V-6 IS
IN MINT
CONDITION.



Lincoln LS, a Corvette C5 and numerous sport bikes), Chad understands where to draw the line on what to do and what not to do during a build phase. As he so eloquently puts it, "My main reasons for putting the truck together the way I wanted to see it was due to my passion for trucks and to showcase my abilities. I just have a love for low, well-built vehicles." In the 13 years he's been honing his skillset, there is a noticeable maturity to his work. The approach of maintaining a highly sanitized feel, both inside and out, displays an elevated amount of planning and foresight on his part.

Looking for clues as to what exactly makes Chad's build one of the cleanest out there? Well, the 22-inch Bonspeed wheels that he chose for the build are well

proportioned to the stance (bigger isn't always better), and the Baer rotors that peek out from behind the billet spokes add a subtle, sporty depth that's just right. Exterior accessories were kept to a bare minimum. The billet grille insert and Street Scene turn signal sport mirrors pretty much round off the list. The headlights aren't aftermarket, just in case you were wondering. They were simply cleared out and stuffed with 6K HID bulbs. A peek inside the cab gives onlookers a healthy dose of more silvery sweetness. The door panels have been smoothed and painted, as was the entire dash. An Escalade center console has been invited to divide the plush bucket seats, and a gauge cluster from the same model was also transplanted into the confines of the Silverado's interior. Even the bed scores major style points with a Line-X coating, which always serves a dual purpose of form and function.

Chad has built himself a very slick hauler, indeed. Surely, he's had long sleepless nights contemplating what to keep off of his truck rather than what he could add to it. It's a beat built for the everyday real world. There's an apparent sophistication that commands respect not only from truck fans, but from anyone who can appreciate a well-modified vehicle of any make.

After eight months spent reshaping the truck into what it is today, Chad was eager to get the truck out on the show scene. If you've seen it in person, then consider this story a hymn sung to the choir. If you have yet to come across it, you'll know its pedigree during the moment of introduction. **ST**





MODERNIZE YOUR CLASSIC

TEXT BY SAUL VARGAS AND STREET TRUCKS STAFF
PHOTOS BY MANUFACTURERS

Everything You Need to Bring New Life to an Old Truck

RECENTLY, THE TRUCK MARKET HAS EXPLODED WITH HUGE DEMAND FROM PEOPLE TRYING TO OWN SOMETHING THAT THEY CAN TURN INTO A CUSTOM. IF YOU OWN A NEWER TRUCK, GETTING MORE OUT OF THEM IS SIMPLER BECAUSE THERE ARE A LOT OF READILY AVAILABLE PARTS. But if you like older trucks, you're in good company because a surprising number of parts manufacturers feel the same. Most established manufacturers are enthusiasts who got started in the industry because of their love for trucks. Some manufacturers, like Brothers, carry anything that you can imagine for 1947-87 classic Chevy trucks.

Classic Parts of America is another 1947-98 truck parts retailer that has stepped in to offer replacement parts, and LMC jumped in the deep end with more than one brand; it carries a huge selection of parts from the Ford, Dodge and Chevrolet lines.

Manufacturers, like Bed Wood, offer custom wood inserts for the bed. Dakota Digital will modernize your gauges with accuracy. Being able to choose the right suspension can be a difficult task, but McGaughys, Porterbuilt Fabrication, KP Components, Scotts Hotrods 'N Customs and Classic Performance Products can help because they all specialize in classic C-10 and earlier suspensions. Next, a set of wheels from MHT, US Mags, Rev Wheels,

Intro Custom Wheels or Raceline Wheels will give your truck the look you want. For your under-the-hood needs, Flex-a-lite has really grown, it's no longer just a fan company, it carries the right radiator to keep your engine running cool. Hedman Hedders/Trans Dapt is another key player offering everything from engine swap kits to the right dress-up components for your cruiser.

As truckers we usually get what we can afford at the time and build as we go along or in stages. With that method in mind, we compiled this buyer's guide to help you plan and budget your build. We hope it points you in the right direction when you start shopping for parts for your project. **ST**

INTERIOR



► NOSTALGIA SERIES FIVE-GAUGE MOUNT

Historically, the unique V-shaped opening in the dashboard of the 1955-59 Chevrolet trucks made the upgrade to better aftermarket instruments a difficult task without disrupting the factory lines. Auto Meter has changed that with the introduction of its Nostalgia Series five-gauge mount. This replacement instrument-mounting solution for the original speedometer opening allows fitment of your choice of a 3 3/8-inch speedometer, tach or tach/speedo combo and four additional 2 1/16-inch gauges. Specifically engineered brackets and replacement trim ensure direct-fit mounting points to the dash structure and perfect gauge orientation.

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► OE-STYLE SEAT COVERS

Brothers Trucks seat covers are made using the original grain vinyl and fabric patterns. Covers with scrolls are dielectrically stamped with the correct patterns just like the factory. Each cover is then carefully sewn to ensure a perfect fit every time. To help you match your theme, these kits are available in all factory colors. A helpful color chart is available on the website as well as useful how-to articles on correct installation.

Brothers Trucks
800.977.2767 • Brotherstrucks.com



► BANJO STEERING WHEEL

Just cleared for release from inside the Old Skool Zone at CON2R is this classic "nine string" beauty that pays homage to some of the classiest steering wheels of the '30s and '40s. With three spokes set in a wide "Y" pattern, this wheel is an accurate reflection of the original banjo wheels. Up-to-date features include the chrome-plated steel frame and 15-inch-diameter ABS rims with finger-grooved grips that are available in any combination of CON2R's 15 standard colors. With an appropriate adapter, the three-bolt mounting pattern allows nearly universal mounting of the wheel.

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Flaming River has created a new shift indicator for its column shift, tilt, keyed columns. This new design is an optional upgrade with an integrated blue LED light for improved visibility. It's available with standard or overdrive indicator lens.

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► CLASSIC TUNES

The Slidebar radio is Custom Autosound's latest innovation effort for a perfect classic truck radio replacement. Just slide the slide bar to the right and the analog AM radio display drops away to reveal a full-featured digital display. Although it looks classic, it has the latest modern features that include iPod dock, navigation for the iPod that includes artist, song, album, playlist titles during playback of the flash drive (thumb drive) iPod files and RDS radio station information. As an option, you can get Bluetooth music from your Bluetooth-capable phone by using the track-up/down button on the radio.

Custom Autosound • Casmfg.com

► VHX ANALOG/DIGITAL GAUGES

Dakota Digital's electrifying series of VHX analog/digital hybrid instrument systems lets you update your classic truck without sacrificing its irreplaceable dash. Systems are available with LED backlighting in vibrant red or blue, and your choice of silver alloy or carbon fiber for the gauge face. As always, solid-state sending units for oil, water and speed are included, as is a lifetime warranty. Proudly made in the USA, VHX instrument systems also easily interface with modern drivetrain swaps.

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EVERYTHING YOU NEED TO BRING NEW LIFE TO AN OLD TRUCK

EXTERIOR

► TAILORED GLASS

AM Hot Rod Glass (AMHRG) can build a new custom acrylic windshield for you. Simply provide the company with the original windshield, or the staff can help you design a new mold for fabrication. AMHRG acrylic windshields make it easy for the custom builder to razor the windshield to their specs. If the first cut isn't low enough, the installer can cut it again and hand fit it until it sits perfectly inside the windshield frame. The razored edge of the AMHRG acrylic windshield can be polished for a perfect finish.

AM Hot Rod Glass • 909.350.3543
Amhotrodglass.com



► CUSTOM WOOD BED FLOORS

The American craftsmanship of Bed Wood and Parts offers domestic and exotic woods to take your project from wishful beginnings to an awesome finish. Premium-quality woods are precision-milled to ¾-inch thick, properly grooved, trimmed to length, sanded and delivered ready for you to finish. Choose from a selection of domestic woods, including ash, cherry and red oak, or exotic woods like bubinga, cocobolo or zebrawood. After selecting your bed wood, you can choose bed strips, fasteners and bolt kits in aluminum, steel or stainless steel to further complement the wood.

Bed Wood and Parts • 877.206.9663
Bedwoodandparts.com



► CHROME REPLACEMENT BUMPERS

If you are working on a classic truck, chances are that you'll need to replace the factory bumpers. These trucks were built to be used and often got dirty or even submerged in water. Brothers offers new replacement bumpers that are reproductions of the original equipment. The bumpers are triple plated, high quality parts with long lasting durability. Nothing can compare to fresh chrome plating, and the finish on these is guaranteed through Brothers limited lifetime warranty.

Brothers Trucks
800.977.2767 • Brotherstrucks.com



► CHEMICAL WARFARE AGAINST CORROSION

Restorers frequently refer to rust as automotive cancer because if it's not detected early, it can cause serious damage. That's why Classic Industries has unleashed a new line of chemicals to fight corrosion. These chemicals are specially formulated to remove, treat and prevent rust. They'll also return corroded surfaces to bare metal, convert rust into a paintable polymer coating, or seal out moisture and oxygen to starve corrosion and stop the spread of rust for good.

Classic Industries • 888.889.6170
Classicindustries.com

► BILLET HOOD HINGES

These billet hood hinges are designed as a direct bolt-on to update the standard (and probably worn out) stamped factory and spring assembly. Eddie's hinges are CNC-machined from 6061-T6 aluminum to provide a secure foundation for the weight of the stock truck hood. To ensure smooth operation, sealed bearings are incorporated at pivot points to ensure long-lasting action. Complementing the added strength of the billet components, Eddie uses a nitrogen-pressurized strut strong enough to hold the hood open throughout shows and cruise nights. The strut is finished in stainless steel and looks as good as it works with the entire billet hinge assembly. To complete the installation, each kit is supplied with stainless steel retainers for the body mount and the hood.

Eddie Motorsports
888.813.1293
Eddiemotorsports.com



► KUSTOM SHEET METAL PRODUCTS

Grant Kustom makes a number of products to help you clean up the lines of your truck. Let's say you are want to clean up a 1967-72 C-10, Grant not only makes a combo kit to slick out the rear, but the company also has a front pan kit to help do the same to the front. They are designed to help you do the least amount of welding while giving you the cleanest look without unnecessary bodywork. These parts will pay for themselves in the time and money they save in labor. Do note that minor bodywork and paint will be needed.

Grant Kustoms • 530.532.7832 • Grantkustoms.com



► EXTERIOR 12-VOLT XL DOOR HANDLES

A great way to elevate your vehicle to the next level is with the XL design 12-volt door handles that provide 7/8-inch of clearance between the door and the switch. This allows for easier mounting without modifications to the door. The door handles use a 12-volt pressure pad switch to supply power to the electrically actuated door latches. Manufactured with a two-piece design with removable insert for customization, the XL door handles have weatherproof 12-volt touch pad switches and are available with a 0- or 10-degree mounting surface. The product is machined from 6061-T-6 billet aluminum. All stainless steel hardware is included, and they're available in brushed or polished finish.

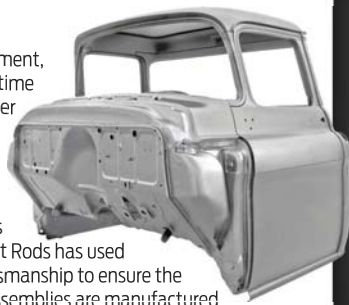
Lokar, Inc. • 877.469.7440 • Lokar.com



► 1955-57 GM TRUCK CAB

If your old cab is nearing the point of retirement, instead of spending immense amounts of time doing bodywork, you might want to consider replacing it with a brand-new, better cab. Premier Street Rods 1955-57 truck bodies are assembled at a plant in the USA with 100% real steel. The quality and craftsmanship of these real deal steel cabs surpass that of the originals. Premier Street Rods has used modern technology and professional craftsmanship to ensure the cabs are the best available today. These assemblies are manufactured using high-grade steel with modern welding techniques and are EDP coated for rust prevention.

Premier Street Rods • 800.447.5000 • Premierstreetrod.com



► C-10 COWL FILLERS

You can make your 1963-72 C-10 stand out from the crowd with this custom cowl filler panel upgrade from Scott's Hotrods. Manufactured in the USA by Scott's from 18-gauge sheet metal, it replaces your factory cowl panel for a smooth and unique look. Because it retains your factory windshield wipers and the correct shape, Scott's cowl filler panel is ideal for your daily driver, pro touring, street rod and racing applications.

Scott's Hotrods 'N Customs • 805.485.0382
ScottsHotrods.com



► CHEVY TRUCK WINDSHIELD GASKETS

Steele Rubber Products introduces a new windshield seal for mid-'60s pickup trucks and vans. This windshield gasket is fully molded from dense rubber and requires no splicing for easier installation. The seal fits 1964-66 Chevy and GMC trucks without revealing molding and replaces original factory part number 3794940. The seal is made from Steele's own heat- and ozone-resistant rubber compound. Close attention to detail ensures the highest quality fit and appearance. Steele stands behind all of its products by offering a money-back guarantee if a customer is not completely satisfied.

Steele Rubber Products • 704.483.9343 • Steelerubber.com



► POWER WINDOW CONVERSIONS

These 1936-46 Chevy truck power window conversions are the latest thing from Street Rod HQ. The gear teeth are cryogenically treated for long life, which goes hand in hand with the product's lifetime warranty. Street Rod HQ uses genuine Delco OEM motors and switches for its product. Most of the kits bolt directly into the factory mounting holes, with the exception of the kits that are designed for vent window removal. The conversions work exceptionally well, and the up and down travel of the window is very smooth. There's also an optional switch available so you can use the window cranks as the switch.

Street Rod HQ • 877.783.2854 • Streetrodhq.com



EVERYTHING YOU NEED TO BRING NEW LIFE TO AN OLD TRUCK

SUSPENSION

► DISC BRAKES FOR 1968-72 F-100

This system features the 6P six-piston caliper mounted to a 14-inch, two-piece slotted, drilled, zinc-plated rotor. Designed as a direct bolt-on to the stock spindles, Baer includes stainless steel brake hoses as well as calipers that have D.O.T.-compliant dust and weather seals. Quality SKF or Timken bearings are used, along with NAS high-grade stainless hardware for the pre-assembled, two-piece rotor.

Baer Brakes • 602.233.1411 • Baer.com



► CPP 500 SERIES POWER STEERING BOX FOR C-10 TRUCKS

Classic Performance Products' new 500 Series box for 1967-87 C-10 and C-20 Chevy trucks (P/N CP50014) adds a performance upgrade for the factory power steering box or an easy way to upgrade from manual steering to power steering. All parts are new on CPP's box, not remanufactured. The 14:1 sport ratio adds a new dimension of handling. CPP has tuned the torsion bar and valve for smooth operation and excellent road feedback. Also, it works with the factory power steering pitman arm and 3/4-30 rag joint, and uses the popular 7/16 tube size (11/16-18 inverted flare) pressure and 3/8 tube size (5/8-18 inverted flare) return port fittings.

Classic Performance Products • 866.593.2461
Classicperform.com



► DJM PLUS KIT

A 5/5 kit for a drum brake C-10, really? Yep, and here are the parts that make it happen. DJM has a kit with both upper and lower control arms combined with an engineered coil spring to give you a 5-inch front drop that you can actually align. Match that with coil springs in the rear and you have a 5/5 kit dating all the way back to 1963! It's a Plus kit, and if you have or want to upgrade to disc brakes, no problem; DJM has you covered there as well.

DJM Suspension • 310.538.1583
Djmsuspension.com



▶ HYPER-FLEX POLYURETHANE BUSHING SETS

Energy's special formula Hyper-Flex performance polyurethane components, with their higher durometer (firmness) material and reengineered performance-minded components, ensure long-lasting performance in all sets. They were designed for vehicles on the street and weekend racers, yet they've also been successfully used in pro racing. They allow proper weight transfer, full suspension travel and are full floating. Also, these bushings include the benefit of lifelong durability that lasts five times longer than OEM rubber.

Energy Suspension • 949.361.3935 • Energysuspension.com



▶ PERFORMANCE SUSPENSION

The 1963-72 Chevy C-10 is arguably the most sought after and coveted truck to ever roll out of Detroit. It's also obvious that C-10 owners are extremely critical in choosing the components that will get them the maximum in ride quality and performance. The coil-over and ShockWave systems from RideTech were built with the performance-demanding C-10 owner in mind.

Gauge Online Store • 317.856.1810 • Gauge-store.com



▶ KP COMPONENTS SUSPENSION SYSTEMS

The complete tubular front cross member and control arm system adds rack-and-pinion steering to the mix, and allows your C-10 chassis to rest flat against the ground. KP's unique 100% bolt-on rear system consists of cantilever-mounted shocks, a high-travel 4-link suspension and adjustable pan hard bar or optional Watts link. KP's systems offer excellent ride, even better handling and a show-stopping stance. Additional accessories include all-new bolt-on step-notch kits and single or double adjustable billet aluminum shocks.

KP Components • 888.388.0204 • Kpcomponents.com



▶ MCGAUGHY'S BIG BRAKE KITS

McGaughy's front 13-inch big brake kits have many applications, and the one pictured represents the parts for the 1963-87 ½-ton 2WD GM trucks. All of the big brake kits include front spindles, hubs, 13-inch rotors, GM calipers, brackets, bearings, seals, banjo bolts, dust caps, spindle nuts/washers and cotter pins. All of McGaughy's spindles come with a lifetime warranty against manufacturer's defects, though you must run a 17-inch or larger wheel in order to fit all of the large brake components.

McGaughy's • 559.226.8196 • Mcgaughys.com



▶ PORTERBUILT DROPMEMBER

This big, beautiful hunk of metal is Porterbuilt's Dropmember Extreme. There are three variations, but this here is the one you want to order if you want to go low enough to touch the ground. Once installed you can bolt up your suspension package to get your C-10 to go to a new low. Here is a view of what a fully buttoned up system looks like.

Porterbuilt Fabrication • Pbfab.com



▶ Q-SERIES MONOTUBE SHOCKS

Ridetech's new smooth body shocks are an important step in suspension technology. Using the same monotube design as the ShockWave and Ridetech coil-over, new smooth body shocks are developed with a significantly larger piston. When compared to a twin tube design, the Ridetech monotube shock provides approximately 150% additional effective oil control surface area, giving it the advantage when damping suspension travel. In addition, the monotube design supplies a more efficient oil flow path that leads to cooler operating temperatures and consistent performance in extreme environments.

RideTech • 812.481.4787 • Ridetech.com



▶ REVO CLASSIC TRUCK CHASSIS

The Roadster Shop has expanded the new Revo suspension components across the classic truck chassis lineup for 1947-72 Chevrolets and 1948-56 Fords. The new suspension was designed from a clean sheet incorporating the latest in suspension geometry and manufacturing processes; this ensures your classic truck will go down the road in style with the main emphasis on ride quality, driveability, excellent handling and durability for years to come.

The Roadster Shop • 847.949.7637
Roadstershop.com



▶ SUSPENSION LOWERING KITS

If you're building one of the sickest classic trucks on the planet, you must have a quality drop kit. The Suspension Source carries a full line of suspension systems to set your ride at your desired height.

The Suspension Source • 888.230.1288
Thesuspensionsource.com



▶ NICE RACK

Improve handling and steering effort with Unisteer's power rack-and-pinion kits. The kits are designed for 1960-87 C-10s. They bolt into place where the stock steering box and idler arms used to reside, and everything you need is included to install the kit on your truck. On top of that, installation is quick and easy, and minimal mechanical skills are needed. It's never been this simple to improve the handling of your C-10.

Unisteer Performance Products • 855.248.9110
Unisteer.com



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800-356-7223
WizardsProducts.com



PERFORMANCE

▶ ALUMINUM CYLINDER HEADS

BluePrint Engines has introduced new additions to its ever-popular high-performance Muscle Series aluminum cylinder heads in bare configurations. The cylinder heads were developed with automotive enthusiasts in mind who want the option to select cylinder head component parts that specifically complement their engine design. Developed entirely by BluePrint's engineering team, these heads offer flexibility and added aggressive performance for both small-block and big-block Chevy engines. The cylinder heads are backed with a 12-month limited warranty.

BluePrint Engines • 800.483.4263
Blueprintengines.com



▶ CALIFORNIA PERFORMANCE TRANSMISSION

Art Carr has developed the ultimate automatic transmission. These GM 200 4R automatic transmissions have Art's exclusive Hi-Pro fully lined band with two extra clutch plates in the direct clutch (eight total). There is also one additional plate in both forward and fourth gear (three total in each) and 10-vane pump kit with heavy-duty slide spring. The setup includes an HD pressure spring, heat-treated stator support, input drum assembly and billet anchor pin, a super servo, 300mm input shaft, heavy-duty sun gear shell and new thrust washers and bushings. You get a .500 boost valve, .296 reverse boost valve, high-tech valve body kit and a deep aluminum pan.

California Performance Transmission
800.278.2277
Cpttransmission.com



▶ HORSEPOWER IN A BOX

Dart has created complete top-end packages that include Dart heads and Comp Cams camshafts, along with virtually everything else you need to make your short-block or crate motor really come to life. You get a pair of Dart cylinder heads, fully assembled with premium stainless steel valves, spring, retainers and related hardware, an aluminum intake manifold, valve covers, gaskets, fasteners and spark plugs, along with a Comp Cams camshaft and lifters and a timing set.

Dart Machinery • 248.362.1188 • Dartheads.com



▶ DAVIS UNIFIED IGNITION GM CRATE ENGINE DISTRIBUTORS

DUI's distributor is now available for popular GM high-performance crate engines. These new DUI distributors are designed for the GM ZZ4, ZZ383, ZZ454, ZZ502 and Fast Burn 385. A special timing curve and a melonized gear set this distributor apart from the standard street/strip versions. The advanced weights and springs are tuned specifically for these crate engines. The optimized curve provides instant throttle response and maximum performance all through the rpm range without pre-detonation. Every distributor is test fired to ensure all parts are working properly before leaving DUI.

Davis Unified Ignition • 901.396.5782



▶ ENFORCER SUPERCHARGED CRATE ENGINE

Edelbrock has packaged its most popular crate engine, the RPM E-Tec, with its popular E-Force Enforcer supercharger system to deliver a powerful modern supercharged crate engine that also looks great. This 350-ci engine is built from a brand-new GM ZZ4 short-block with four-bolt mains and a one-piece rear main seal. It features a forged steel crankshaft and powdered metal steel connecting rods with hypereutectic aluminum pistons. The heart of the performance is the Edelbrock Total Power package, which includes: E-Tec 200 heads, RPM hydraulic roller camshaft, E-Force supercharger system and two 600-cfm Performer Series carburetors or throttle bodies. The result is 9.5:1 compression engine that delivers, 519 hp and 507 ft-lbs of torque in an electronic fuel-injected setup and 518 hp and 500 ft-lbs in a carbureted setup. They are available in a traditional satin, polished and black powder-coated finish.

Edelbrock • 310.781.2222 • Edelbrock.com



▶ FLEX-A-LITE COOLING PRODUCTS

One of the best ways to help cool your power plant is with a Flex-a-lite cross-flow radiator with patented Flex-a-fit side tank design. It has internal fins that perform as heat sinks to absorb heat quickly from the engine coolant and radiate it through external fins to dissipate heat twice as fast. Its unique design integrates limitless fastening points into the tank itself that transform the radiator into a convenient bracket for attaching expansion tanks, electric fans, oil coolers, etc. Radiators can be purchased separately or included with the Flex-a-lite electric fans to cover 100% of the core.

Flex-A-Lite • 866.203.5952
Flex-a-lite.com



▶ DETROIT TRUETRAC

Eaton now offers the popular Eaton Detroit Truetrac performance differential for AAM 11.5-inch, AAM 9.25-inch and Dana 80 axles. Sporting a steel case and a design that has been proven in race cars, medium-duty trucks and even military vehicles makes. The helical gear design provides quiet and smooth operation while automatically transferring torque to the wheel with great traction. Eaton's Detroit Truetrac has no clutches or cones to wear out and never needs maintenance.

Eaton • 800.328.3850
Eatonperformance.com





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www.blackrhinowheels.com

► GM PERFORMANCE LTI CRATE ENGINE

The all-new LTI crate engine is ramping up to be the next best power plant. This Gen 2 LTI will run circles around its predecessor from the '90s. Rated at 460 hp and 465 lb-ft of torque, it will help spin your truck's tires with ease. This engine is being offered with a wet-sump or dry-sump oiling system. A controller specially designed for retrofit application using an automatic transmission is available.

General Motors Corp. • 313.319.0774
Chevrolet.com/performance



► LET IT BREATHE

Hedman Hedders makes headers for 1967-87 Chevrolet C-10/C-20 or GMC C-15/C-25 pickups. Whether you're installing a Chevy small-block, big-block or a Chevy LS swap, Hedman has the correct-fitting header for your application. New mid-length headers provide maximum ground clearance for your lowered truck. The headers are constructed from mild steel, but can be ceramic coated to order. The headers are 50-state legal.

Hedman Hedders • 562.921.0404 • Hedman.com



EVERYTHING YOU NEED TO BRING NEW LIFE TO AN OLD TRUCK

► FUEL INJECTION CONVERSION

Terminator EFI is designed to help enthusiasts easily change from a carburetor to EFI. The Terminator throttle body delivers fuel through an annular discharge ring for excellent fuel atomization and no restriction to air flow. The air-entry area is fashioned after Holley's throttle body that powers every NASCAR Sprint Cup Series team, and the ECU delivers fast and accurate self-tuning while you drive. No computer is needed. Users simply answer a few basic questions on the included hand-held tuner and then start driving. The 950-cfm square-flange throttle body comes with 80 lb-hr fuel injectors which can handle engines from 250 to 600 hp. Terminator throttle body systems are available in a tumble polished aluminum finish or Holley's popular hard coat anodized Hard Core Gray.

Holley • 866.464.6553 • Holley.com



► BOOTLEGGER CAMSHAFTS

The Bootlegger camshafts build on Lunati's popular Voodoo Series, but feature faster opening rates, controlled closing and far more area under the lift curve. Bootlegger cams are designed with a 108-degree lobe separation angle and a 104-degree intake centerline for overall nastiness that cannot be found anywhere else. When put to the test on an engine dyno, Lunati Bootlegger camshafts provide proven gains of more than 40 hp over the stock GM Hot cam in a ZZ4 small-block Chevy. Offering the perfect blend of today's design advancements and old-school attitude, these cams embody the outlaw spirit of the bootlegger era.

Lunati • 662.892.1500 • Bootleggercams.com



► PAINLESS WIRING

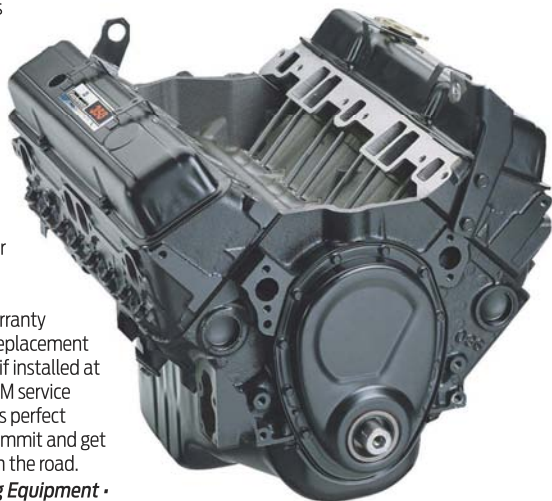
We rely on the wiring and electrical system of our project trucks to accomplish a lot from audio systems to air suspension controls, and of course, the ignition of the engine. Painless offers a variety of complete harness assemblies for trucks ranging from a basic 12-circuit harness to late-model EFI retrofit kits. Every harness is pre-tested and features high quality color-coded wiring with the connections printed on each wire. The fuse block already has these wires terminated securely, so it's simply a matter of mounting the block and routing the wires.

Painless Performance Products • 817.244.6212
Painlessperformance.com

► CHEVROLET PERFORMANCE CRATE ENGINES

These complete crate motors are specifically designed by GM as a new direct-replacement truck engine with 260 hp and 350 ft-lbs of torque. They are manufactured using the latest high tech computer-controlled equipment and use the latest metallurgy technology, plus they're built to fit directly in your truck. With a price tag that's less than the cost of rebuilding the existing engine and a three-year (36-month), 100,000-mile transferable warranty covering parts replacement cost and labor (if installed at an authorized GM service center), it makes perfect sense to visit Summit and get your GM back on the road.

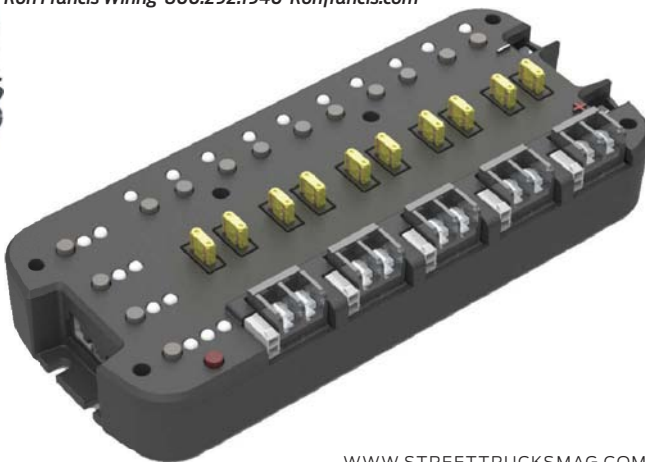
Summit Racing Equipment • 800.230.3030 • Summitracing.com



► BLACKBOX RELAY SYSTEM

Ron Francis Wiring has developed a new BlackBox relay system. This fully programmable, state-of-the-art relay package allows full control of the 10 individually relayed circuits in one cohesive unit. It's possible to decide how the power is distributed, such as to power windows, door locks, fuel or water pumps and more. It's capable of positive or ground triggering and reverse polarity. With 20 amps per circuit, the BlackBox is even capable of stacking the relays to handle large loads, such as for large cooling fans. All from a simple, intuitive button-selection interface.

Ron Francis Wiring 800.292.1940 Ronfrancis.com



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ROLLERS

► BIAS-LOOK RADIAL TIRES

The American Classic bias-look radial tire offers the tall and narrow profile of a bias-ply tire combined with the modern qualities of a radial tire. Available in several sizes, this line of American Classic radials offers fitment on a number of popular applications.

Coker Tire
800.251.6336
Cokertire.com



► KINGMAN BILLET WHEEL

Intro Wheels now offers the Kingman for your C-10. These forged billet aluminum wheels are made to the custom backspacing you need for proper wheel/tire fitment. Intro will also work with you to get the custom finish you want: polished, brushed or powder coated to color match. Wheels are available in 15-28-inch diameters and 7-15-inch widths.

Intro Wheels • 800.454.6876
IntroWheels.com



► REV WHEELS CLASSIC 100

If you're looking for a classic wheel made to suit modern needs, then Rev Wheels has you covered. These one-piece wheels are made with the highest quality to get you rolling in style. They come in a variety of sizes ranging from 15 to 22 inches and in several different finishes.

Rev Wheel LLC • 951.680.9595 • Rev-wheel.com



► WIDE WHITEWALL TIRE RIM

Don't let your eyes fool you; this is actually a 20-inch wheel. It was designed to replicate a 15-inch steel wheel with a 2 1/2-inch section of whitewall tire attached. Any hubcap can be added, and the wheel mounts to any 20-inch, low-profile tire. Deluxe created this wheel to feed nostalgic tastes while providing modern-day performance.

Deluxe Wheel Co.
269.930.4001
Deluxewheels.com



► FUGITIVE WHEEL

Just like the rest of Raceline's lineup of impressive billet wheel selections, the Fugitive is custom built to your specs in diameters ranging from 17-28 inches. Raceline's Outlaw Series features a sharp roster, and this is just one of the many players that you'll want on your team.

Raceline Wheels
800.529.4335
Racelinewheels.com



► RETROFIED

The US Mags Plain Jane is a custom billet wheel from the Supreme Series. Supreme Series wheels are inspired by the smoothie-covered cap steel wheels of the '40s, '50s and '60s, infused with modern fitment, size, finish and assembly. The Plain Jane is available in any size ranging from 17x7 to 26x12 in various custom finishes.

US Mags • Us-mags.com





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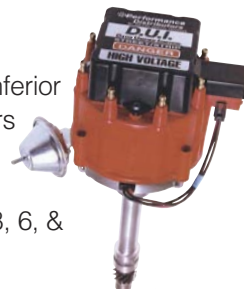
FORD "HOT FORGED" DISTRIBUTORS

Performance Distributors' new Hot Forged Distributors encompass the toughness and durability that your motor demands. Hot forging is superior to both casting and billet processes because the metal's natural grain flow is designed to conform to the shape of the product being made. As you forge a piece of metal, the high pressure collapses the individual grains. This results in a denser, stronger, and more durable distributor. Remember, "billet" is only another name for "lump of metal." The term has been used over the years by marketers to confuse the consumer. **Part No. 18457 1984-1990 5.0 Ford Trucks, Part No. 18458 1991-1996 5.0 Ford Trucks, Part No. 18459 5.8 1984-1991 Ford Trucks, Part No. 18460 5.8 1992-1997 Ford Trucks, Part No. 18461 7.5L 1988-1997 and 7.0L 1990-1998 Ford Trucks**



CHEVY D.U.I. FOR CARBED ENGINES

The Chevy D.U.I. Distributor was the first, and still is the best performance H.E.I. Distributor. Inferior copy cats have come and gone, but the D.U.I. remains the most popular choice for hot rodders around the globe. A super smooth advance curve is machine calibrated, providing you with instant throttle response, while eliminating engine damaging detonation. The 50,000 Volt D.U.I. Coil teams up with our high dwell Dyna-Module, allowing you to run a massive .055" plug gap. 8, 6, & 4 cyl. applications are available. **Part No. 12720 V-8 Chevy & GMC, Non-Computer**



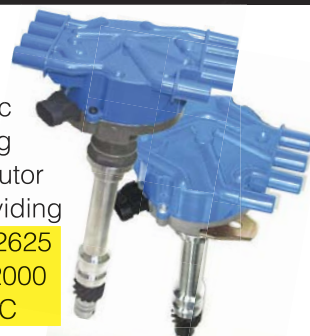
GM 8-PIN COMPUTER DISTRIBUTOR

Performance Distributors is now building a new small diameter EFI compatible distributor. The distributor comes with oil impregnated bushings insuring longevity and shaft rotation accuracy. Each unit is hand checked with a feeler gauge in order to set the correct amount of end-play between the distributor gear and the housing. This procedure prevents the distributor from binding up and it also leads to a more precise magnetic pick-up signal. A brass terminal cap and rotor are utilized for maximum conductivity. The brass terminals will also resist corrosion longer than stock aluminum terminals. Caps are available in bright blue or black. The cap and rotor have excellent dielectric strength and resist carbon tracking. The high output Dyna-Module is located inside the distributor. The Dyna-Mod has more electronic dwell calibrated into it, allowing your ignition coil to saturate longer, which in turn provides a more intense spark. Installs in minutes and plugs into your stock wiring harness. **Part No. 12620 1987-1998 V-8 Chevy & GMC**



ALUMINUM VORTEC DISTRIBUTORS

No more wimpy plastic distributors for your truck! Our engineers have designed a Vortec distributor with an aluminum housing which is stronger, more durable, and longer lasting than the cost cutting plastic units made by the factory. No more stripping out your distributor cap retaining screws when installing a new cap and rotor! Each housing is polished, providing a high tech appearance. Includes our heavy duty brass terminal cap and rotor. **Part No. 12625 1996-2003 SB V-8 Chevy & GMC, Part No. 12626 1996-2007 V-6 Chevy & GMC 1997-2000 Isuzu Hombre, 1996-2001 Olds Bravada, Part No. 12627 1996-2003 BB V-8 Chevy & GMC**



Send \$4.00 for complete Catalog and Prices.

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Binder Bender

HOW TO BUILD AND TROUBLESHOOT A SAFER BRAKING SYSTEM

HIGH-PERFORMANCE DRIVING HAS its share of ironies, especially when you consider how best to put a leash on the action.

There's always intense focus on speed and power without much thought to how to tame it when the excitement is over. All the power in the world is dangerous if you can't manage it safely. We've seen this time and time again. The 600-hp, rubber-burning road hugger with four-wheel, non-power, drum brakes on the ground—the proverbial cart before the horse—a suicide machine.

If we did this priority thing the right way, we'd have a remarkable brake and suspension system before installing the 600-horse mill. However, that's not how any of us want to do it. There's no real excitement in brakes and suspension, because brakes and suspension are like having mom tell you to get out of the pool before you get in—there's no fun in that. But because we want to wisely manage power and arrive alive, it's a good idea to not only match brakes to power, but to have brakes that work effectively.

Your brakes are simple physics. You want sufficient friction to stop your vehicle along with a firm pedal that activates brakes at the top of pedal travel. You're also going to want the right friction material for driving conditions. And then there is the mechanics of braking: master cylinder bore size, pedal-to-booster or master cylinder geometry, brake size and type, brake fluid type and condition, and even tire/wheel sizing.

BRAKE FUNDAMENTALS

Brake function begins with hydraulic pressure, which comes from the linear motion of the brake pedal into the master cylinder piston and bore. Fluid under pressure via the piston's



movement in a cylinder bore moves brake friction surfaces into rotors or drums to stop vehicle motion. This technology dates back to 1914 and a racer and car builder by the name of Fred Duesenberg who used it on his race cars. Duesenberg understood the power of hydraulics and its necessity to automobile safety, applying this technology to passenger automobiles in 1921. His forward thinking caught on, and hydraulic brakes are still with us nearly a century later.

DOT 3 brake fluid, the most common type, is mineral-based ethylene glycol. It's been an effective hydraulic medium for braking since the dawn of hydraulic brakes. The problem with ethylene glycol is its hygroscopic characteristic, which means it likes to absorb moisture. Moisture absorption has an adverse effect on hydraulics because moisture in brake fluid reduces its effectiveness. Ethylene glycol brake fluid absorbs moisture and other contaminants through steel brake lines and reinforced hoses. That's how much it likes moisture. What's more, it has a very limited shelf life once the container is opened.

When brake fluid becomes contaminated with moisture, it becomes dangerous. Slam on the brakes and the associated pressure creates heat, causing moisture to boil and create air pockets. The result is a spongy brake pedal and poor brake performance. This is why your brake hydraulic system must be flushed and serviced every two years.

MASTER CYLINDER RIGHT SIZING

To achieve proper braking system function, you must also have a master cylinder sized to your brake sizing and pedal geometry. Pedal geometry means the distance from the pedal pivot and master cylinder and your foot. The longer the pedal arm, the greater the mechanical advantage and brake sensitivity. Another issue is master cylinder bore size and compatibility with pedal geometry and brakes.

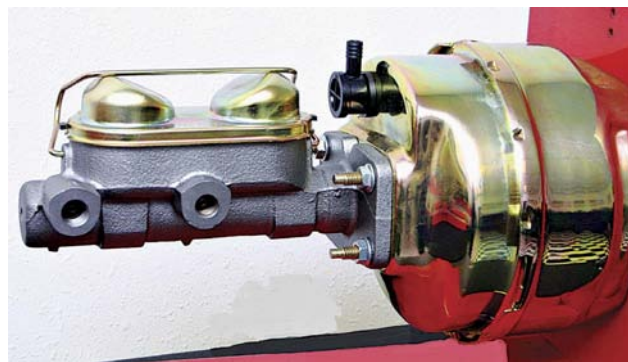
If you're like most of us with truck-building projects, chances

are good you'll be fabricating a braking system from scratch using off-the-shelf components. This means you will need to know proper brake sizing and selection for your specific mission, plus master cylinder size and brake pedal ratio, because no one wants to make an expensive mistake. *Street Trucks* consulted with Mark Williams Enterprises (MWE), which offers an easy formula for proper brake master cylinder selection.

It's important to understand master cylinder feel and pedal travel. Your brake pedal should become hard at one-third pedal travel from the top. To achieve the one-third travel and a firm pedal, Mark Williams tells *Street Trucks* you should have firewall and pedal support construction to be such that you can deliver 1,200 psi from your master cylinder to the brakes under extreme braking conditions. Minimum allowable pressure is 1,000 psi, according to MWE. You want the pedal range to be in your comfort zone where you aren't contorted or too stretched out using the brakes.

Brake hydraulic systems by nature yield a certain amount of pedal travel or "sponge" as brakes are applied and the master cylinder acts on fluid. The master cylinder piston has to travel some distance before it applies pressure to the fluid, which in turn applies pressure to calipers and/or wheel cylinders. Movement comes from servo piston travel in either disc brake calipers or drum brake wheel cylinders. MWE tells us it's a popular misconception that if you go with a larger master cylinder you will get more pressure, however, this isn't true. You will get volume but not pressure. In fact, you will get a harder pedal because it takes more effort to create the same amount of pressure. If you convert from a ¾-inch bore to a 1-inch bore, you will need to apply 77.7% more foot pressure.

What you want from a master cylinder is a balanced approach where pedal pressure, system pressure and pedal travel must all be considered and applied. Here's



Your truck project should be fitted with a contemporary vacuum or hydroboost power-assisted, dual-braking system. Power brakes make light work of braking. Old school single four-brake systems have never been safe; so don't use them. Your system should be divided fore and aft, which gives you some braking in an emergency.

what you want to consider when shopping for a master cylinder.

- A brake pedal lever/piston that moves the entire length of your master cylinder bore.
- The lever must also move freely throughout its movement.
- Uses a reasonable amount of pedal pressure to reach desired system pressure.
- Sports the alignment necessary to minimize pedal travel.

MWE CALIPER COMBINATIONS	PISTON AREA (IN SQUARE INCHES)	SUGGESTED MASTER CYLINDER BORE SIZE	MASTER CYLINDER DISPLACEMENT USING A 1.25-INCH STROKE
Two 83100 two-piston calipers	4.8	¾ inch	0.55 ci
Two 81100/82100 four-piston calipers	9.6	¾ inch	0.75 ci
Four 81100/82100 four-piston calipers	19.2	1 ½ inch	1.24 ci
Two 81000/82100 four-piston calipers and two 83100 two-piston	14.4	1 inch	0.98 ci
Two 81100/82100 four-piston calipers and two 73002 two-piston billet calipers	13.7	1 inch	0.98 ci

The simple calculator pictured above, courtesy of MWE, will help you select the right master cylinder and pedal linkage.

These are typical caliper sizes, which will vary to some degree from company to company, but you get the idea. This table enables you to calculate master cylinder bore sizing and stroke while choosing disc brake assemblies.

Wilwood suggests choosing a master cylinder based on how you intend to drive and whether or not you will have a power booster. You want a firm, responsive brake pedal while also getting sufficient pressure to stop safely. What's more, you want a dual reservoir system that ensures brake function should one system fail.

MASTER CYLINDER BLEEDING

There are a lot of theories about the best way to bleed a master cylinder, on the vehicle or on the bench. Bench bleeding a master cylinder gets all of



A dual brake system offers the greatest measure of brake safety because you still have brakes should the front or rear system fail. Regardless of whether you're building a stocker or a resto-mod, you must have a dual braking system with a proportioning valve for optimum pressure distribution and brake control.

the air out before installation. However, you still have an entire system to flush and bleed. Every brake system overhaul must include a complete flush, so have plenty of brake fluid available. How you bleed a brake system is a matter of personal preference. You can bleed them with a helper on the brake pedal beginning with the brake furthest away from the master cylinder. There are also manual and pneumatic pressure bleeders, which do a better job than your right foot. They don't cost much and are available from The Eastwood Company and Harbor Freight.

The type of brake fluid you use depends on what you want your brakes to do. There are five types of brake fluid classified by the U.S. Department of Transportation (DOT). Which type you use depends on where you live and what you want brake fluid to do. You must consider compressibility, viscosity, corrosion issues and boiling point.

As a rule, no one uses DOT 2 brake fluid though it is included in the table below and has similar characteristics to DOT 3. DOT 3,

which is ethylene glycol based, is the most common type of brake fluid there is. As we said earlier, it's hygroscopic, which means it will absorb moisture and needs to be flushed every two years. DOT 3 offers a high boiling point, which makes it suitable for just about any kind of driving.

You want to be concerned with boiling point because brake temperatures can get very high, especially in racing. When ethylene-glycol-based brake fluid boils, it vaporizes, putting air into the braking system. This will adversely affect braking performance. When we speak of "wet" and "dry" brake fluid boiling points we're talking the moisture content of the brake fluid. If there's moisture in your brake fluid, the boiling point becomes lower, known as the wet boiling point. Right out of the can and a sealed environment is known as the dry boiling point. When moisture content goes over 3.7% water by volume, it becomes known as wet. Brake fluid viscosity is the density of the fluid much like viscosity is with engine oil or gear lube. This becomes critical in extremely cold weather with traction control and anti-lock braking systems.

DOT 4 isn't much different from DOT 3 except that it delivers a higher boiling point of 311°F wet and 446°F dry. DOT 5.1 yields similar qualities and chemical properties to DOT 3 and 4, yet with the same high boiling point as DOT 5 silicone, 356°F wet and 500°F dry. If you want the high boiling point of silicone DOT 5 without the spongy pedal, DOT 5.1 is your best choice.

DOT 5 silicone brake fluid won't damage paint or absorb moisture, which makes it perfect for race cars,



Prior to the 1967 model year, U.S. vehicles had single hydraulic braking systems with one master cylinder (above) tied to all four brakes. Dual braking systems (front and rear) became federally mandated beginning with the 1967 model year, and this is the only braking system to have even if you're building a stocker.



Master cylinder bench bleeding fully prepares the master cylinder for installation. However, it's suggested that you completely flush the brake system any time you do a brake job or replace any hydraulic component. Because air tends to accumulate in small pockets throughout the system, expect to bleed the system several times before all air is expelled. Begin system bleeding at the furthest point away from the master cylinder: right rear and left rear, then right front and left front. Be prepared to do it again and again until you have a rock hard pedal.



This is an adjustable brake proportioning valve, which controls brake pressure to rear drum or disc brakes when you have front disc brakes. Front brakes should always apply first. This takes a lot of practice with multiple applications before it becomes safe and comfortable. Premature rear brake application will cause loss of vehicle control.

BRAKE FLUID TYPES & CHARACTERISTICS

DOT TYPE	WET BOILING POINT	DRY BOILING POINT	MATERIALS
DOT 2	284°F	374°F	Castor oil
DOT 3	284°F	401°F	Ethylene glycol/ester based
DOT 4	311°F	446°F	Ethylene glycol/ester based
DOT 5	356°F	500°F	Silicone based
DOT 5.1	356°F	500°F	Ethylene Glycol/ester based

show cars and rarely driven vehicles. What's more, silicone DOT 5 brake fluid can be used indefinitely without the need for flushing every two years. The downside to silicone is compressibility; it tends to yield a spongy brake pedal no matter how aggressively you bleed the brakes.

LINES AND HOSES

Brake lines are something you can fabricate yourself or buy pre-made/custom made from Classic Tube. If you're seeking professionally bent and flared tubing, Classic Tube can take your sample template and custom fabricate ready-to-install brake lines for your project. There is also a large product line of pre-made kits available depending upon your application.

You have a choice of galvanized steel, e-coated or stainless steel brake lines when you're planning a braking system. Galvanized and e-coated steel lines are easier to work with and you can double flare them. Stainless steel brake lines provide great aesthetics, but because stainless is very hard, it's challenging to bend and flare. Stainless steel brake lines get a single flare because a double flare is virtually impossible to achieve without splitting the line. Stainless calls for the use of a collar and special flaring tool, which may or may not be something you will want to get into.

Flexible brake hoses are available in three basic types: standard OEM-style black reinforced rubber, braided stainless and braided coated stainless. The beauty of braided

stainless steel hoses is aesthetics and brute strength, which means you get a firmer pedal because braided stainless doesn't give the way reinforced rubber does. Braided stainless will last the life of the vehicle.

POWER BRAKES

Power brakes are little more than vacuum, hydraulic or electric-assist to reduce pedal effort. Vacuum-assisted power brakes consist of a spring-loaded vacuum diaphragm that gets its power from the engine's intake manifold vacuum. A large spring returns the brake pedal to rest when foot pressure is suspended. As brakes are applied, manifold vacuum draws the diaphragm toward the master cylinder piston aiding brake pedal application and brake application. Power brake boosters fail when the return spring breaks or the diaphragm ruptures, causing a vacuum leak and higher pedal effort.

Hydroboosted power brakes work on the same principle as power steering. When you step on the brake pedal, hydraulic pressure is applied to a servo and master cylinder piston to aid in brake application. Rarely does a hydraulic brake booster fail. When they do, it's normally a control valve or servo issue.



Brake lines are of double wall construction for the extreme pressures associated with hydraulic brakes. Galvanized steel lines get a double flare for unequalled sealing strength at each union. Stainless steel lines get a single flare via a stainless-specific flaring tool and collar.



There are three basic types of brake lines: galvanized steel, coated steel and stainless steel. Galvanized and coated steel lines are easiest to work with. The Eastwood Company has a huge variety of self-help home garage tools that enable you to fabricate your own brake lines. You can buy rolls of galvanized and stainless brake lines and, using Eastwood tube bending and flaring tools, custom make lines for your truck project.



Classic Tube's pre-bent brake lines for rear axles have this anti-chafe coil to protect lines from road debris. You can specify the use of anti-chafe when you're ordering custom pre-bent lines.



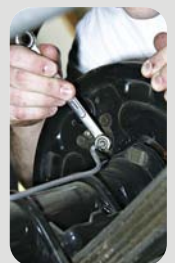
This is one type of flaring tool for the home garage fanatic. The Mastercool universal hydraulic flaring tool (P/N 71475) from Eastwood yields a precision fit and a perfect flare because it keeps the line centered on the flaring head. The Eastwood Company has a variety of brake line flaring tools hinged to your budget. Remember, you get what you pay for. Opt for higher ground and get better results.



Classic Tube's Stop Flex braided and coated stainless brake hoses are literally the last brake hose you will ever have to buy for your truck project. They are made to fit perfectly and will outlast any OEM hose on the market.



There is always some debate on what material to use at brake hose unions, but copper has always been the industry standard with aluminum as an acceptable alternative. Copper washers yield good crush qualities as do aluminum, which provides excellent sealing quality. It's suggested you only use them once and always install new versions during reassembly.



Invest in a good set of tubing wrenches in the most popular sizes if you want to protect fittings. Standard open-end wrenches can damage fittings, rendering them useless.

Electric power brakes are becoming more common as time goes on because they make brake systems more powerful and safer than anything we've seen to date. What makes electric power brakes a better idea is consistent braking pressure under all conditions. You have a pump and an accumulator, which maintain braking pressure. An electric power brake-specific master cylinder with a large $1\frac{3}{16}$ -inch bore provides plenty of fluid volume to get the job done. You can mount the pump just about anywhere as long as it's below the master cylinder reservoir. The accumulator can go anywhere. Like hydroboosted power brakes, rarely does anything go haywire with electric power brakes. Should a problem arise it's easily remedied.

DRUM BRAKES

Although drum brakes are considered old school they can also be a nice complement to front disc brakes because they provide

adequate braking without getting into the expense of rear disc brakes. What's more, there is more friction surface area in a drum brake than we find with disc brakes. The downside to drum brakes is wear issues and severe brake fade when they get wet or hard braking occurs.

The key to keeping drum brakes effective is regular preventative maintenance and adjustment. Although self-adjusting brakes are billed as "self-adjusting" they rarely do that even under the best of circumstances. To do so, self-adjusting brakes have to be applied when you're backing up, which is the only time they live up to their name. Otherwise, brake drum and lining wear continues and pedal travel increases. Drum brakes need to be adjusted every 10,000 miles on average. While spinning the wheel and drum assembly, adjust the star wheel adjuster until you hear shoe drag. Apply and release the brakes

several times and spin the wheel again. Adjust until you hear shoe drag and check again.

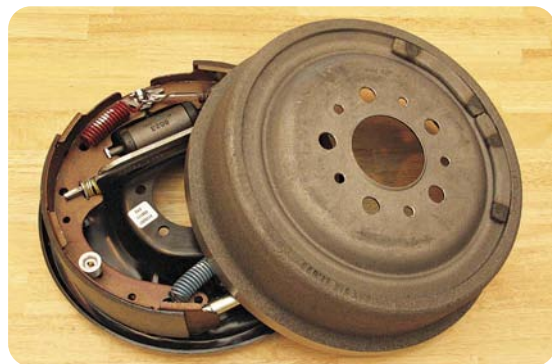
When you perform a drum brake overhaul, it's suggested you replace drums rather than turn them unless you're on a really tight budget. This causes excessive pedal travel and reduces drum integrity. When you turn brake drums, you're reducing the amount of material you have there. This makes drums



Rear drum brakes can be excellent performers given good preventative maintenance. With each and every brake job must come all new parts including drums, linings, hardware and wheel cylinders for optimum performance. When you turn brake drums and reuse them, you increase shoe and pedal travel, which is why it's suggested that you install new drums.



Vacuum-assist power brakes are old technology but still quite effective. When power boosters fail, you can expect high pedal effort or a pedal that won't return to rest. If the pedal won't return, you have a failed return spring. If there's high pedal effort, the diaphragm is damaged and there's a vacuum leak. In either case replace the power booster.



Rear drum brakes can be excellent performers given good preventative maintenance. With each and every brake job must come all new parts including drums, linings, hardware and wheel cylinders for optimum performance. When you turn brake drums and reuse them, you increase shoe and pedal travel, which is why it's suggested that you install new drums.



Master cylinder and power booster linkages should be adjustable in order to control pedal height. Pedal height should be such that you have plenty of travel room, yet don't have to be a contortionist. When you consider entire pedal travel from top stop to bottom out, the pedal should become firm at one-third pedal travel.



One area we don't check often enough is the pedal support. Because the pedal support can also be a clutch pedal support, there's a lot of stress, wear and tear going on there. The aftermarket offers all kinds of brake and clutch pedal support repair and replacement systems. This is but one example from Scott Drake Reproductions with needle bearings and a hard tool steel shaft.



The age old debate addressing riveted versus bonded brake shoes continues to resonate, but in the end it boils down to what you want your brakes to do. Riveted linings carry heat away better than bonded; whereas, bonded linings provide more friction surface area.



When you reline, check the lining-to-drum relationship and ascertain fitment. In the good old days, repair shops used to arc brake shoes for solid drum fitment. Those days are gone, but it's up to you to examine shoe-to-drum contact prior to assembly.



New brake backing plates and complete hardware kits are available from Summit Racing Equipment. You may also recondition existing back plates by welding in a rise at shoe contact points and grinding them flush to improve the shoe's relationship with the backing plate. Use white grease at these contact points to reduce wear. Don't overdo the grease.

more prone to irregularities and pedal pulsation. When you install new brake drums, don't forget to seat the linings and heat cycle the drum for improved integrity. Heat cycling the drums is getting vehicle speed up to 50-60 mph and slamming on the brakes to get them hot. Do this at least three times to seat the linings and heat cycle the drums. Then, perform another adjustment. While you're performing a drum brake overhaul, opt for a new hardware kit with new springs and hold-downs. It's a good idea to replace wheel cylinders and flush the system every time you perform a brake job.

DISC BRAKES

Disc brakes became common on American cars in the '60s and have only improved with time. It used to be that you had to cop a set of disc brakes from a late-model car or truck and retrofit them to your classic truck; not anymore. Innovative companies like Baer, Classic Performance Products, Stainless Steel Brakes Corporation, Wilwood and a host of others have stepped up with the greatest disc brakes in automotive history.

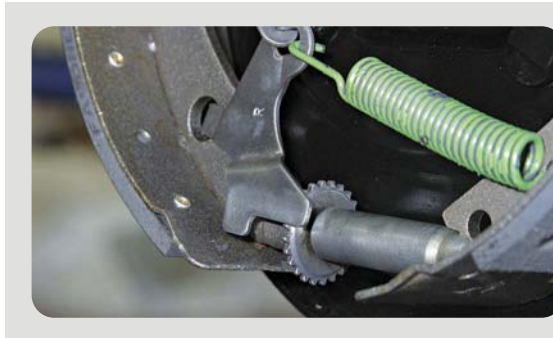
When you overhaul an existing disc brake system, it's advisable to replace the rotors instead of turning them for the same reasons it's suggested that you replace drums. When you turn brake rotors on a brake lathe,



Brake linings crack from excessive heat and even high water, which thermal-shocks the linings, causing them to crack from a sudden change in temperature. When linings crack they must be replaced.



Brake drums are turned and machined all of the time. Machining limits are always cast into the drum. It's strongly suggested you replace the drums rather than turn them to keep pedal travel conservative.



Self-adjusting brakes rarely self-adjust, which means drum brakes need to be adjusted periodically. Inspect and adjust drum brakes every 10,000 miles. This is a star wheel self-adjuster. If it works properly, it will advance the star wheel adjuster and shoes every time you back up and pump the brakes. This is why new hardware is vital whenever you perform a brake overhaul. Star wheel adjusters wear out with time and use.



Stainless Steel Brakes Corporation offers a wide variety of disc brake packages from one- and two-piston iron caliper budget kits to high-end, large-disc jumbo jet binders. You can get into a budget front disc brake conversion kit for around \$1,000 and achieve excellent stopping power. Remember, anything beats four-wheel, non-power drum brakes. It's an investment in your own safety.

you're removing material from the rotor, which to some degree adversely affects rotor integrity. When you do a disc brake job and install new pads and rotors, it's important to bed the pads and heat cycle rotors with 60-to-zero-mph hard stops with a cool down period in between hard stops. Heat-cycling brake rotors is the same as heat-treating any metal, it contributes to increased strength.

One huge unknown with new brake rotors is

molecular composition, better known as a flawed casting. You can have a new rotor and perform proper break-in (heat-cycling) and wind up with scrap iron due to flaws in the rotor you can't see and no manufacturer could see in the casting process. Irregular brake rotor castings are sometimes born into the manufacturing process. Sometimes warped rotors happen because we don't break them in properly or abuse them with poor driving technique (slamming

on the brakes excessively, riding the brakes, high water). Frustrated, we take warped rotors to a brake shop and have them turned to get rid of the pulsing pedal. Those first few miles are flawless. Gradually, the pulsing pedal returns and we have scrap iron. Chronic brake rotor warping isn't always brake abuse, but a flawed rotor casting that cannot be corrected with a lathe. When that happens, your only choice is rotor replacement. **ST**

SOURCES

- **Baer Brakes**
602.233.1411
Baer.com
- **Classic Performance Products**
800.522.5004
Classicperformance.com
- **Harbor Freight**
800.423.2567
Harborfreight.com
- **Mark Williams Enterprises**
303.665.6901
Markwilliams.com
- **Stainless Steel Brakes Corporation**
800.448.7722
Ssbrakes.com
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Baer Brakes offers the broadest selection of disc brake conversion kits and parts in the industry. If your plan includes canyon cutting, road racing or any other type of speed driving, Baer offers great tech support designed to help you make the right decision. Drilled and slotted brake rotors are engineered to dissipate heat and vent friction material gassing when you're on the binders at speed. Aluminum calipers act as heat sinks for excessive heat, which keeps friction at a productive temperature. Finned rotors provide heat sink capability under extreme conditions.



Brake pads should get noise reduction grease between the pad and caliper, which quiets brake operation and eliminates binding. Make sure rotors and friction surfaces are hospital clean before pads are installed. Clean rotors with a high-evap' solvent, like brake cleaner or lacquer thinner, and allow them to dry before pad installation.



Absolutely never do this. Grease doesn't belong between the bearing and axle because the bearing race must remain stationary and secured to the axle spindle. We see this all of the time with the logic being corrosion prevention or lubrication; however, the bearing race/hub is not supposed to rotate.



Always use a high-temperature wheel bearing grease even if you're building drum brakes. Use a good bearing packer or heavy massage work in the palm of your hand. Keep working the bearing in your palm until it's completely saturated with grease. Bearing failure happens when we fail to thoroughly pack the bearings or properly seat bearings on spindles.



There are two basic types of axle seals: with a garter spring and without. Seals fitted with garter springs have to be handled carefully. Pack the spring cavity with wheel bearing grease, which keeps the spring secure while you're driving the seal in. Otherwise, the spring pops off and you will have leakage. Lubricate the seal lip generously to ensure a happy marriage with the spindle or axle shaft.



There are two ways to properly seal a castle nut, yet there are many ways to screw it up, including using a nail instead of a cotter pin. Follow these two images and you can't go wrong. Always select a cotter pin sized for the job. Make sure cotter pin legs clear the bearing cap.



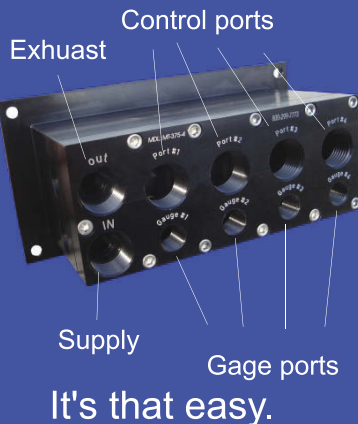
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Taco



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TEXT AND PHOTOS BY MIKE ALEXANDER



WHAT DO YOU DO WHEN YOU'VE ALREADY BUILT TWO FEATURE TRUCKS, A COVER TRUCK, A FULL CUSTOM MERC AND ARE

A MEMBER OF ONE OF THE BADDEST TRUCK CLUBS ON THE PLANET? IF YOU'RE MARK ZARATE, YOU BUILD A FULL-CUSTOM SEMA TRUCK #BREAKTHEINTERNET, BUT WE'LL GET TO THAT IN A BIT. Like many of us, Mark is fueled by people telling him "you can't": you can't put an LS engine in a Tacoma, you can't build a full SEMA truck in your garage, and of course, all of these "you can't's" only fueled the fire and led to something bigger and better than Mark ever thought possible.

Mark and Crystal Zarate are no strangers to the custom truck world and hard work, as mentioned, Mark already has quite a few memorable build notches on his belt. One thing he takes a ton of pride in is the fact that almost every inch of each build is performed in his home garage with his own two hands, and the occasional helping hand from club buddies and close friends. The hard work poured into each of these builds is undeniable, and the dedication that it takes to undertake a full-custom build from scratch is something that we all deeply admire. Sit back and enjoy as we take you through this whirlwind SEMA build now known as Taco Supreme.

Could you build a full-custom truck in your garage? Possibly, but could you build a full-custom right-hand-drive Tacoma sitting flat over 20-inch Intros with an LS stuffed under the hood, all in a matter of 10 months? Well, that's the miracle that is Taco Supreme. Mark had always dreamed of building a SEMA truck, and when 2014 rolled around he decided that it would be the year that he would finally make this dream a reality! He's always wanted to build a Tacoma, and his buddy Adam Cox had one for sale, so the pieces of the puzzle fell into place, and before he knew it, he had a shell sitting in his garage and he started planning his first full SEMA build.

The goal was to take subtle styling cues from all of his past builds—trucks, hot rods and lowriders—and put some these



“MARK KNEW FROM DAY ONE THAT HE WAS GOING TO DO SOMETHING WITH A BIT OF SHOCK AND AWE AND STUFF AN LS2 UNDER THE HOOD.”

different styles and mods together in one glorious build. Since the timeline was dead set and he only had 10 months to complete the job, there would be many, many, many late nights ahead. Right away Mark gutted the Taco and built a frame for it using a 1993 Toyota front clip, and of course, the truck was set flat on the floor via a full air suspension setup. The body drop and frame were centered on tucking a set of 20-inch Intro Twisted Vistas, but the truck would be sporting 20x12-inch deep-dish rear wheels. To accomplish this, Mark shortened a Ford 9-inch rear and rebuilt the Tacoma bed to accommodate the wide wheel. Why, you might ask? Because Texas.

With the frame and suspension knocked out





THE SINGLE SUICIDE DOOR GIVES THIS TACO QUITE A UNIQUE LOOK WHEN BOOTH DOORS ARE SWUNG WIDE OPEN.



The interior was the finishing detail, sort of like the bow on a present. Mark and fellow club member Anthony Pena went to town building a full custom interior suitable for Taco Supreme and highlighting the right-hand drive and full Kicker audio setup. Mark built a custom dash to house the Dakota Digital gauge set and the Colorado Custom Severed Ties steering wheel in a perfect red leather shroud. The custom seats and center console built to accommodate the rest of the Kicker sounds were also wrapped in blood red leather by Jerry Vincent at Jerry's Custom Upholstery.

While the interior was being built and buttoned up, fellow club member Patrick Reed was working his paint magic designing a front-to-back, full-graphic paint job with Mark to really complement this wild build. Mark's always been a fan of blue, so DuPont Blue was

first, the slicing and dicing of the body began. A slew of mods was planned to set this build apart from the rest, including right-hand drive, a suicide right-side door, shaved everything, Kindig It door handles, sunroof cut out of a Cavalier, roll-down back window from a 4-Runner and a custom hood, giving the exterior the ultimate custom look. Massaging the body to perfection was quite a feat with all of these mods, so Mark called in some help and Phillip Gamaz joined the crew to knock out the bodywork. With an exterior and frame/suspension in this custom, there was no turning back.

Mark knew from day one that he was going to do something with a bit of shock and awe and stuff an LS2 under the hood. We can't say this is the first Tacoma to be LS-powered, but we can definitely say with certainty that it's the very first to be body-dropped on 20-inch wheels and still have room for the massive V-8. To make this possible, Mark mounted the engine with a clearance firewall, and using a few tricks from MSD, Performance Products, Comp Cams and Sanderson, he made this engine combo fit as if it came from the factory.

RIGHT. A RETRACTABLE LICENSE PLATE TUCKS OUT OF SIGHT IF MARK GETS THE ITCH TO GO ALL HOOLIGAN AGAIN.



CUSTOM KINDIG IT DOOR HANDLES ARE FLUSHED IN, BUT THE SUICIDE HANDLE SIDE USED AT THE FRONT OF THE DOOR GIVES THIS TACOMA AN EXTRA CUSTOM TOUCH.

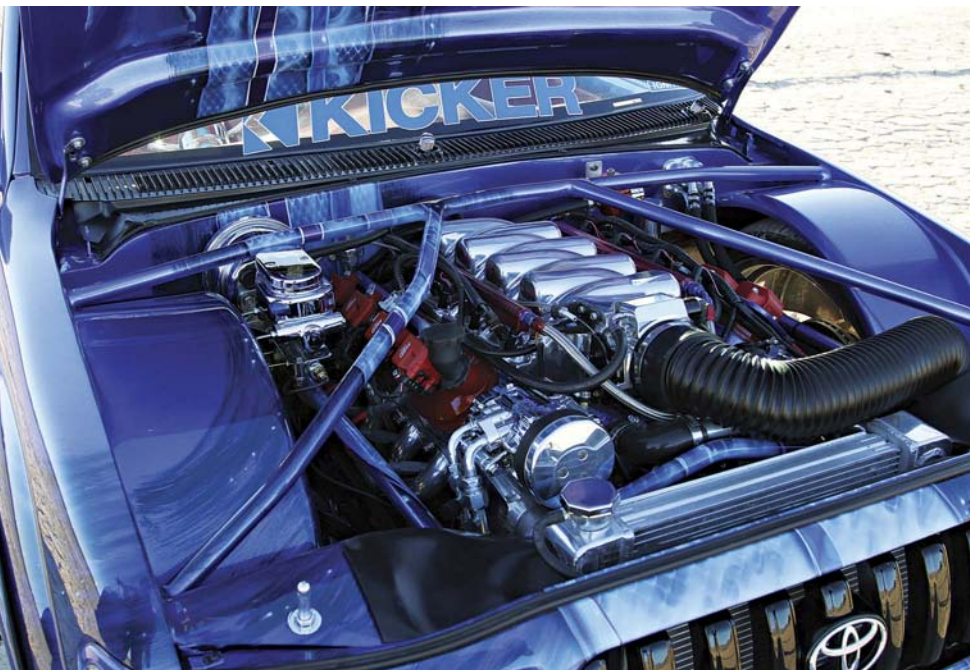




based, and then Patrick went to town night and day taping off colors and graphics. When we say that SEMA builds of this caliber are completed due to sheer willpower and 'round the clock work, we aren't exaggerating. Mark called in the troops for final assembly, and the truck was completed in 10 months and four days, just a couple of days before it had to be shipped off to Vegas for the show. A final once-over and it was off to the spotlights at SEMA.

Wowing both the crowds and SEMA staff alike, Taco Supreme was moved to an interior spot more suitable to its station and received a ton of attention at the show. That still wasn't quite the internet-breaking moment we were

referring to, that happened after the show when we took Mark and his Tacoma out to a dry lakebed for this *Street Trucks* feature shoot. Mark decided that he hadn't even gotten to drive the truck that he slaved away on all of these months, so he decided to break it in proper and really put the LS2 and his craftsmanship to the test. Who are we to object? So after the photo shoot Mark did the unthinkable and went full Ken Block style out on the lakebed, kicking up dirt and dust storms that could be seen miles away. What did we do? We snapped a few pics to remember that one time when Taco Supreme went hog wild in the desert—memories that will last a lifetime. **ST**



ONE OF THE MOST UNIQUE FEATURES OF THIS HIGHLY MODIFIED BUILD IS THE LS2 STUFFED UNDER THE HOOD, FEATURING GOODIES FROM MSD, PERFORMANCE PRODUCTS, COMP CAMS AND SANDERSON. THIS POTENT POWER PLANT IS MORE THAN ENOUGH FOR SUCH A LITTLE TRUCK.

SPECIAL THANKS FROM THE OWNER: "I would like to thank God first for giving me the mind and ability to pull off something like this. My wife and son Gavin as they're the only ones who don't think I'm crazy and have had to put up with a lot through the years. My club Severed Ties for pulling together and helping me get this truck back together in time for SEMA, Anthony Pena for spending countless hours with me, Phillip Gamaz for working through the night on the bodywork, Mike Alexander and Slam'd Mag for getting me a SEMA spot after some other plans fell through, Twisted Chris for documenting the build, Adam Cox for selling me the truck to start, all my friends on social media for all the comments and for following the build since day one, and everyone who sent me messages telling me how they love my work and all the builds—that is what keeps me going, my mom and dad, and of course, all of my awesome sponsors for their support through the whole build: Intro, Kinetik, Kicker, Dakota Digital, Lokar, PSI Wiring, Maganaflo, Vintage Air, Painless Wiring, Dynamat, Kenwood, Sanderson, Kindig It, CPP, Grant Kustoms, Bushwacker, MSD, Colorado Customs, AccuAir, Lebaron Bonney and Comp Cams.

TRUCK SPECS

OWNERS

Mark & Crystal Zarate
1998 Toyota Tacoma
San Antonio, TX
Severed Ties

ENGINE

- LS2 mated with a 4L60e trans
- Comp Cams camshaft
- Performance Products polished intake
- MSD ignition coil packs
- PSI conversion LS wiring harness
- Aluminum radiator
- Sanderson headers
- Magnaflo stainless steel exhaust and mufflers
- Vintage Air Frontrunner engine drive system
- Lokar engine and transmission dip sticks
- Ford 9-inch rear narrowed
- Painless performance 18-circuit wire harness
- Kinetic battery
- Performed by the owner

SUSPENSION

- Front: 1993 Toyota pickup front clip
- Rear: Custom-built 4-link with control arms built by Von
- Procomp shocks
- Vlair 444 compressors
- Full custom-built frame
- AccuAir e-Level full air management package with Touchpad and iLevel WiFi receiver
- Classic Performance Products big brake kit and booster
- Performed by owner

WHEELS & TIRES

- 20x8.5-inch and 20x12-inch Intro Twisted Vistas with custom airbrushing
- Nitto INVO

BODY & PAINT

- Roll down back window from a Toyota 4-Runner
- Sunroof from a 2003 Chevy Caviler
- Suicide right-side door
- Completely shaved with custom Kindig-It door handles
- Custom one-off Grant Kustoms front bumper
- Grant customs rear skin with LED taillights
- Bushwacker fender flares
- Street Scene mirrors
- Shaved under hood, firewall, bed, all smoothed
- Custom front wheel tubs
- Custom front-end brace
- Sheet metal bed floor
- Performed by owner
- Full DuPont graphics painted by fellow ST club member Patrick Reed

INTERIOR

- Lebaron Bonney custom seat frames
- Custom right hand drive dash built by owner
- Flaming River steering column
- Colorado Customs steering wheel
- Dakota Digital VHX universal gauge cluster
- Vintage Air Gen IV AC unit with billet controls
- Custom center console and full Kicker stereo system
- Interior wrapped by Jerry Vincent at Jerry's Custom Upholstery
- Kenwood DNN990 head unit
- Kicker Audio mids and highs
- 8-inch Kicker subwoofers built into custom center console
- Kicker amps custom-mounted behind seats
- Dynamat sound deadening material
- Stereo done by Anthony Pena and owner

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THEY ANSWER YOUR CALL...

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AND THE PARTS YOU NEED TO SAVE
THE DAY?



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CROWN SUSPENSION'S 2015 F-150 LEVELING KIT

Keep Your Head Up

STOCK. THE WORD alone is enough to send shivers down any custom car enthusiast's spine. It's pretty much the equivalent of reaching into a cookie jar and pulling out a fat chocolate chip cookie only to find out after biting into it that it's really just a tasteless, sugarless, gluten-free substitute for the real thing. So much about both could be different—so very different. But there are ways around such things. To alleviate the problem with your dealer-fresh truck, you've already taken the first step by picking up this issue. Step 2 includes reading along

and taking notes on just how easy it is to upgrade your new Ford for the better. Next, get some real cookies in you and get your energy level up, man. It's time to get to work.

Thankfully, Crown Suspension is here to help out with fixing the rake on your stock Ford. The rear is always a few inches higher than the cab off the lot in order to compensate for load weight. When the bed's packed, it levels out with the front, but when it's empty again, you're left with the ol' stinkbug look. Getting rid of the rake is as easy as installing Crown's 3-inch front lift strut spacers. These spacers elevate the front end, which then levels

out the entire ride height. Boom! The factory ride quality isn't jeopardized; installation isn't overly difficult, and best of all, the kit will only run you a hundred bucks (not including shipping or installation, but you should be able to handle this yourself after reading this article). There's no need to replace factory shocks with this kit, and if you decide on larger wheels and/or tires in the future, you'll have the extra room for them.

Follow along as the fellas at Crown Suspension in Brea, California give our Ford a few inches to grow on. **ST**

SOURCE

• Crown Suspension
714.671.9500



01 To start the installation, the brand-new F-150 was placed on the lift and the wheels were removed to get a good look at the fresh suspension setup.



02 With very few miles on the truck, the components were clean and easily removed. First, the top bolts for the shock were loosened and removed.



03 Next, the upper A-arm bolt connected to the spindle was loosened but kept in place for the moment, as was the lower point of the spindle.

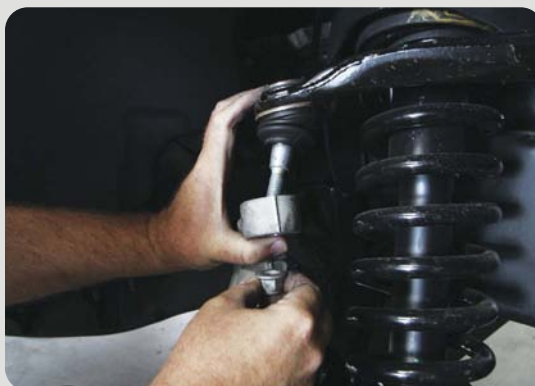


04 Since the spindle will be dropped in order to remove the coil and shock pack, the sensor lines were unbolted to free up some slack. A stressed line of any kind is never a good thing.



05 The two lower shock nuts were removed; the coil was almost ready to be plucked from its place.

06 The tie rod nut was removed from the bolt, which will allow the lower control arm to pivot downward.



07 With all of the other connections loosened and ready to lower, a sledgehammer was used to knock the spindle down from the upper arm. A couple of love taps were enough to do the job.



08 The floor jack under the lower control arm was let down slowly and the coil pack was ready to be pulled out.



09 Here are Crown Suspension's 3-inch front lift spacers. If you think they look simple and straightforward, that's because they are. These simply attach to the top of each side's coil pack and quickly give your truck's front end a height advantage it didn't have before.



10 The spacer slips through the existing bolts on the top of the shock mount and extends the reach by a good 3 inches. To keep it in place, the factory nuts were tightened at the bottom of the lift spacer.



11 With the lift spacer firmly in place, the entire coil pack is noticeably longer in size, which required a little brute strength (and a pry bar) to get back into the pocket. First, the nuts on the bottom of the shock were tightened by finger to hold them in place, then the top arm was lifted up with the bar to make the necessary room. It took some muscle, but just consider this a fair swap out for "arm day" at the gym.

12 The spindle was reattached to the upper arm.



13 The bolts on the top of the spacer weren't fully cleared to be able to thread the nuts back on yet. But instead of straining our backs more, a floor jack was placed under the lower arm to lift everything back up.

14 The bottom shock bolts were tightened to spec. From here, everything else was just reconnected as it was disassembled. Every nut was double checked for tightness, and every plug connection was inspected for a secure fitment. The kit is rather easy to install, and once one side was done, the other is a breeze. Crown's spacers preserve factory ride quality while leveling out your new F-150's stance. Being able to roll on 35-inch-tall tires will help give your truck a more aggressive look. In the end, your truck looks more like a truck—standing taller and ready to roll.



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8. Features NRS hook retention system
9. Great for heavy loads, towing and performance

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THERE IS A TON OF MODIFIED MINI-TRUCKS IN JAPAN, BUT YOU DON'T SEE TOO MANY CUSTOM FULL-SIZE AND CLASSIC TRUCKS MODIFIED TO THIS EXTENT.



HEAVEN ON EARTH

TEXT AND PHOTOS BY **MIKE ALEXANDER**

MOONEYES
HOT ROD &
CUSTOM
SHOW IN
YOKOHAMA,
JAPAN

ONE OF THE perks of our job is traveling around the globe to capture all of the coolest customs and bring them to you first hand. This is especially true for us here at *Street Trucks*, where quality and diversity is what we strive for in each and every issue. In December we were lucky enough to head to Yokohama, Japan for the annual Mooneyes Hot Rod & Custom Show. This is Japan's largest gathering of hot rods, customs, classics, trucks, motorcycles and artists from around the world all staged under one roof.

Every year the Mooneyes staff hand selects honored guests and invites vehicles and builders from different countries to attend the festivities. Some are even lucky enough to be able to bring their rides from the U.S. to show in Japan. This only adds to the excitement and great mix of vehicles in attendance, with spectators and regulars alike always anxious to see all of the vehicles that will be on display from different countries and high-profile builders.

This year's theme for the show was "be calm, not loud" because more and more motorcycles and choppers are

starting to attend the show, and the noise that's generated from almost 1,000 of them all in one place was starting to be too much for the peaceful city to handle. Since Mooneyes plays an important role in the car culture and automotive community of Japan, they wanted to ensure the survival of this show, so they asked the entrants to help keep things as quiet and respectful as possible. The campaign was a huge success, and everyone in attendance did their part to keep things quiet and ensure that the show will continue for years to come.

Now in its 23rd year, the Mooneyes Hot Rod & Custom Show certainly shows no sign of slowing down, and it only gets bigger and better every year. With guests from the U.S., Germany, Sweden, Australia, the UK, Canada, the Netherlands and more, this is one of the most eclectic gatherings of automotive culture on the planet. You can feel the excitement throughout the arena, and even though not everyone speaks the same language, the universal thumbs up as you're checking out the amazing builds sure goes a long way. Stay tuned for more worldwide coverage, and for now, check out all of these wicked trucks we captured from the show. **ST**



ONE OF THE BIGGEST SPECTATOR DRAWS AT THIS EVENT IS THE GIANT ART SHOW ARENA WITH CUSTOM PAINTERS, PINSTRIPERS AND ARTISTS FROM AROUND THE GLOBE.



THE SUSPENSION DESIGN INGENUITY IS DEFINITELY EVIDENT IN THE MINI-TRUCK BUILDS OF JAPAN.

THIS REAL LIFE MICRO MACHINE STOPPED US IN OUR TRACKS, AND EVERY TIME OUR PATHS AND CROSSED, WE FOUND OURSELVES SNAPPING PHOTOS FROM EVERY ANGLE.

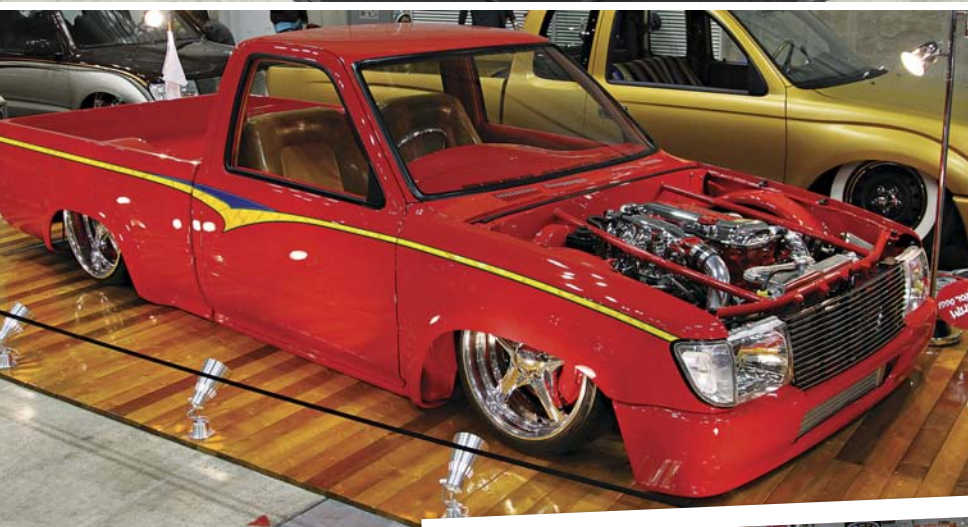




THERE'S A NEW MEANING TO TAKING THE "SHORT BUS" TO SCHOOL.



OUTER LIMITS, A JAPAN-BASED TRUCK CLUB, DEFINITELY HAS STYLE AND THE COOL FACTOR IN EACH AND EVERY BUILD THEY BRING TO THE SHOW SCENE.



EVEN THE "UNDER CONSTRUCTION" TRUCKS ON DISPLAY ARE NEXT LEVEL BUILDS FILLED WITH CUSTOM TOUCHES.



SEEING CUSTOM TRUCKS IN JAPAN IS ALWAYS A PLEASURE BECAUSE THE JAPANESE GO ABOVE AND BEYOND IN THEIR BUILDS, AND THE EXTENT OF DETAIL THAT THEY PUT INTO THEIR BUILDS DEFINITELY KEEPS US COMING BACK FOR MORE.



MASA-ROTCHE COMBINES HIS PASSION FOR TRUCKS AND BIKES IN HIS SHOW DISPLAY. ONE OF THE SIX SEVERED TIES MEMBERS OF JAPAN, MASA IS KNOWN FOR STIRRING THINGS UP.

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AS A SALES MANAGER FOR FOXHEAD (FOX RACING) GEAR ON THE MOTOCROSS SIDE OF THE CLOTHING LINE, JEFF DYER IS ON THE ROAD MUCH OF THE TIME. JEFF HAS ONE COOL

WORK TRUCK. While he could do this in the comfort of a plush sedan, that's not his style. Jeff has always been a truck guy and would rather ride high and fun on the road than settle into a car and follow the crowd. Besides, you can't carry mountain bikes, dirt bikes and other cool stuff in a sedan. His first diesel-powered work truck was a 5.9L Cummins-powered Ram, in 2003. Jeff knew that the number of road miles he puts in every year would drop the value of any gas burner in short order. A diesel, however, would be just about broken in by the trade-in date, and still have a good residual value.



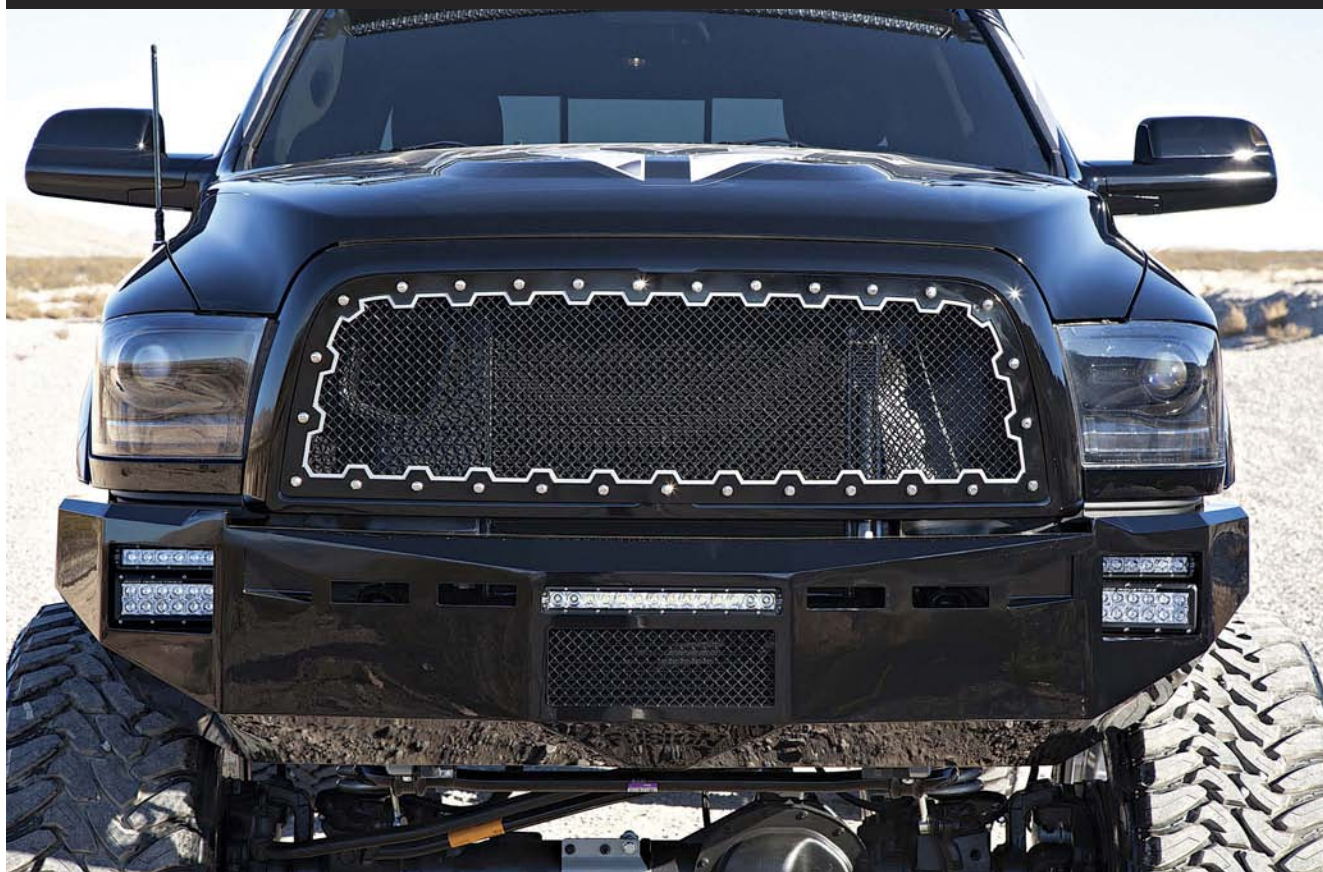
PURPOSE-Built Ram

■ Not Your Average Work Truck

TEXT BY **TRENT RIDDLE**

PHOTOS BY **KEVIN AGUILAR**





Jeff knows that trucks are fun and cool; however, he wondered why have a stock truck when a few aftermarket upgrades and he'd have a unique ride that fits his needs and personality. The only real issue is that Jeff lives in a zero tolerance lift law state. This means no wild, sky-high trucks are allowed and trying to build one can mean sky-high fines and a fix-it ticket, too. The

FUSION BUMPERS MADE CUSTOM VERSIONS FOR JEFF. THEY ARE SIMILAR IN STYLE TO THE STANDARD LINE FUSION OFFERS FOR THE RAM BUT THESE ARE ALUMINUM TO CORROSION FROM SALT ON WINTER ROADS IN HIS AREA. THE STOCK GRILLE WAS SWAPPED FOR AN ABLAZE GRILLE INSERT. THE STOCK HEADLIGHTS AND TAILLIGHTS ARE NOW LED UNITS, AND THE BUMPERS HOLD RIGID LED LIGHTS.

solution: get a truck that has enough capacity that it's classed as commercial; then the rules are less strict, and you'll be less likely to





THE FRONT OEM STRUTS HAVE BEEN UPGRADED TO A SET OF FOX 2.5 COIL-OVER SHOCKS WITH REMOTE RESERVOIR AND EIBACH SPRINGS. IN ADDITION TO THESE, A SET OF FOX PIGGY-BACK, THREE-TUBE BYPASS 2.5 SHOCKS ALSO HELP TO SMOOTH THE RIDE, ON AND OFF THE PAVEMENT.



AT THE REAR, THE STOCK LEAFS HAVE BEEN RAISED USING SPACER BLOCKS. THE STOCK SHOCKS WERE SWAPPED FOR FOX 2.5 COIL-OVER SHOCKS WITH REMOTE RESERVOIRS. GEARING IS STILL 3.73 WITH A STOCK LSD. THE ONE UPGRADE HERE IS THE HIGHER CAPACITY STREET TO SAND ALUMINUM DIFF COVER.



weather, thanks to twin Optima batteries.

On the suspension front, Jeff's Ram has been raised more than a few inches with the help of the talented crew at Street to Sand Off-Road and Performance in Reno, Nevada. Up front, he installed Fox 2.5 coil-over shocks with remote reservoirs and Eibach springs. These replace the factory setup. In addition, a set of Fox piggy-back, three-tube bypass 2.5 shocks are also up front. To help with steering the larger tires that the lift makes possible, a McGaughy's dual steering stabilizer kit and twin Fox steering stabilizers were also installed up front. Stopping is improved thanks to EBC brake pads and slotted rotors all around.

The rear lead suspension is retained, but some lift is added with a rear spring

“JEFF HAS TWO YOUNG KIDS, A DAUGHTER WHO IS 5 AND A SON GOING ON 3. **BOTH LOVE TO RIDE IN THIS BIG RAM MEGA CAB AND SCREAM TO HEAR THE ‘HONKERS’ ROAR EVERY TIME THEY CROSS RAILROAD TRACKS.**”

see Johnny Law's red lights in your rear view.

Jeff's first show truck build was in 2012, and he based it on a black Ford Power Stroke. This first truck was built for the SEMA Show and displayed that same year. After the truck had served his needs and run up some miles, it was traded in and trade up time. He decided his next build would be a return to Cummins power with a '13 Ram truck. With his passion for show-quality diesel trucks, Jeff has again taken on a new

build, with the '14 Ram seen here.

On the performance side, the 6.7L Cummins offers plenty of grunt for hauling and towing right off the lot, but some power upgrades have been added to improve it more. This 24V breathes a little deeper, thanks to an S&B air filter. The added air helps the Edge Attitude with CTS make even more power. The addition of an MBRP 5-inch exhaust also improves the power gains, and the 6-inch stainless tip looks cool. Starting is easy, even in cold

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TRUCK SPECS

OWNER

Jeff Dyer
2014 Ram 3500 Mega Cab
Charlton, MA

ENGINE

- 6.7L Cummins 24V
- S&B air filter
- Edge Juice Attitude with CTS
- MBRP exhaust, 5-inch pipe and 6-inch stainless steel tip
- Two Optima batteries

SUSPENSION

- Shop: Street to Sand Off-Road and Performance

FRONT

- Fox 2.5 coil-over shocks with remote reservoir and Eibach springs
- Fox piggy-back, three-tube bypass 2.5 shocks
- Fox 2.5 coil-over shocks with remote reservoir
- McGaughy's 10-inch 3-link kit and dual steering stabilizer kit
- Fox steering stabilizers
- EBC brake pads and slotted rotors
- Braided SS brake lines

REAR:

- Fox 2.5 coil-over shocks with remote reservoir
- McGaughy's leaf springs, spacer block and floating traction bars
- 3.73 gearing and stock LSD
- EBC brake pads and slotted rotors
- Street to Sand aluminum diff cover

WHEELS & TIRES

- 24x14 American Force Merit 3D
- 40x15.50x24 Toyo Open Country M/T

BODY & PAINT

- Ablaze grille insert
- Fusion custom stainless steel front and rear bumpers
- Rigid LED lights are found in the front and rear bumpers and on the top of the cab
- Custom Fox Racing graphic wrap
- Amp Research PowerSteps and Bed Xtender
- Pace Edwards power bed cover
- Bed Rug bed kit
- M2 Fab, twin in-bed mountain bike mounts
- 20% window tint all around
- LED headlights and taillights
- Graphics by J&R Sign Company, Reno, NV
- Paint by Elite Customs Body & Paint, Sparks, NV

INTERIOR

- Three sets of 6.5-inch JL Audio separate speakers
- Four 10-inch JL Audio subwoofers
- Four 3600 JL Audio HD amps
- Audison Bit 1 digital processor (OEM head unit adapter)
- Audio installed by Sound Craft, Waterford, CT
- Klein air horns with Viar compressor and tank

SPECIAL THANKS FROM THE OWNER: Randy Pratt and Daniel from Street to Sand Performance, American Force, McGaughy's suspension, Sound Craft Audio, Klienn Horns, Edge Performance, Ablaze grilles, Pace Edwards, Amp Research, Fusion Bumpers, Toyo Tires, EBC, Rigid Lights, Elite Customs and Fox Shox



THIS AMP RESEARCH BED XTENDER HELPS KEEP BIKES AND OTHER GEAR IN WHEN THE TAILGATE IS DOWN, BUT IT FOLDS IN OR CAN BE REMOVED AS NEEDED. THE BED ALSO FEATURES A BED RUG BED LINING, PACE EDWARDS POWER BED COVER AND M2 FAB AND TWIN IN-BED MOUNTAIN BIKE MOUNTS.



IN THE REAR OF THE CAB JEFF HAD SOUND CRAFT, IN WATERFORD, CT, INSTALL A SUPER STEREO SETUP. HERE YOU CAN SEE THE FOUR 10-INCH JL AUDIO SUBWOOFERS AND THE FOUR 3600 JL AUDIO HD AMPS. AN AUDISON BIT 1 DIGITAL PROCESSOR WORKS WITH THE OEM HEAD UNIT TO CONTROL THE SYSTEM.



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and Bags

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■ It's Not Just a Truck,
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TEXT BY **KEVIN WHIPPS**

PHOTOS BY **BRANDON BURRELL**





SHON REECE IS NO STRANGER TO CUSTOM VEHICLES. IN HIS STABLE HAS SAT A FEW S-10s, AN S-10 BLAZER OR TWO, AND EVEN A TOYOTA PICKUP.

If that's not enough, then you can also throw in the dozens of trucks that he's built throughout the years for his customers, since he's also the owner of Diverse Customs, located in his hometown of Easley, South Carolina. All totaled, he's got 24 years in the sport; so, the point is, he knows what's good and what's bad in the scene.

That's why this particular truck is so interesting. It started off in the hands of Jason Rice from Slammed Impressions. Back then, Jason built the truck up and even garnered some attention from other



THE FRONT CLIP WAS KEPT SIMPLE AND (MOSTLY) STOCK WITH THE ADDITION OF SOME CHROME PARTS AND A 4-INCH COWL HOOD.



“AFTER TEARING THROUGH THINGS, FIGURING OUT WHAT HE NEEDED AND DIDN'T NEED, HE CAME UP WITH A PLAN.”

THE 4 1/2-INCH BODY DROP SETS EVERYTHING ON THE GROUND.



HOW DETAILED IS THE PAINT WORK ON THIS S-10? JUST LOOK IN THE JAMBS AND YOU CAN SEE FOR YOURSELF.

come out of Chevrolet's plant with that much length. No, this truck had to be lengthened to accommodate that mammoth bed, which, of course, also necessitated the new box be body dropped to match the cab. That's a 4 1/2-inch body drop done to the mini, which is enough to tuck the KMC 18s in the fenders, while still maintaining drivability (although driving a truck that's as long as some limos must be quite a process).

publications, but after all of the attention died out, Jason decided to tear it down and start over. After seven years, the truck was now mostly contained within various boxes, bins and other containers because he lost interest in the project.

One person's loss is another's gain, though, and that's why, after many, many requests, Shon finally purchased the S-10 with the mission of putting it back in the public eye. For that, Shon wants to make sure that both Jason and Jason's wife Reagan have his thanks.

Of course, that meant that now those boxes full of parts needed some work, and that's exactly what he did. After tearing through things, figuring out what he needed and didn't need, he came up with a plan. The bones of the truck were all good—that much was obvious, since he did buy a Chevy that collected quite a few trophies in its day—but Shon wanted to take it a step further.

Let's take a moment to go over the features of the truck today, because the result of Shon's labor is impressive. This is an extra-cab, long-bed S-10, which didn't

The main attraction here is the paint, and what a show it is. The base is Ford Mustang Grabber Blue, which is accented by white and blue pearl. On top of that sits multiple tribal patterns, true flames and even some wood effects. These were created with the help of 17 different hues from House of Kolor, and that doesn't include the seven different House of Kolor Kandys that make up the realistic fire. These spectacular graphics run down the sides, over the hood, on top of the Chevrolet C-10 dashboard and into the smoothed bed floor. There's not much on this truck that doesn't have graphics of some kind, which is one way to take a vehicle that some thought



TRUCK SPECS

OWNER

Shon Reece
1994 Chevrolet S-10
Easley, South Carolina
Relaxed Atmosphere

ENGINE

- 2.2L Chevrolet four-cylinder
- Five-speed manual transmission
- 12-inch custom shifter
- Blue 7mm plug wires
- Painted engine pulleys, engine block and valve covers
- Electric fan
- Polished header
- Chrome air intake
- Billet wire looms and overflow bottle
- Optima Red Top battery

SUSPENSION

- Jody Hall at The Drop Shop, Pikeville, KY
- 4 1/2-inch body drop
- C-notched and stretched frame for long-bed conversion
- Slam Specialties RE-8 airbags
- Chrome rear 4-link
- Toxic Shocks painted blue
- Bell Tech spindles
- 7-inch chrome brake booster and billet master cylinder

WHEELS & TIRES

- 18x8 KMC Wingnut front, 18x9 KMC Wingnut rear
- 215/35 BFGoodrich front, 225/40 BFGoodrich rear

BODY & PAINT

- Performed by: Owner and crew at Diverse Customs, Easley, SC
- 4-inch Goodmark metal cowl hood
- Chrome grille shell
- Sir Michael's roll pan
- Chrome front bumper
- Shaved door handles
- Gas filler relocated to inside the bed
- Crystal clear headlights
- Cadillac de Ville taillights
- Sliding ragtop
- 28-inch round sheet metal tubs in the bed
- Custom smoothed sheet metal bed floor
- PPG Ford Mustang Grabber Blue base with white and blue pearl
- Graphics done using 17 different House of Kolor colors by owner and Jason Miles
- Real fire flames done using seven different House of Kolor Kandies by Jason Miles
- Blue, yellow and green pinstriping by Charlie Tyre

INTERIOR

- Shop: DS Upholstery and Trim, Easley, SC
- 1963 Chevrolet C-10 dashboard cut down 7 inches, reshaped and contoured to fit factory S-10 gauge cluster
- CFR Performance Billet steering wheel
- Stock S-10 seats with shaved headrests
- Tan ostrich and chocolate vinyl used throughout
- Billet Specialties Chicayne steering wheel and rearview mirror
- Crunch 6 1/2-inch component speakers
- Soundstream 12-inch subwoofers
- Crunch 800-watt four-channel amp
- Crunch 2,000-watt mono amp
- Sub box and amp rack built by Shane Tant

SPECIAL THANKS FROM THE OWNER:
I'd like to thank all of my friends and family. My wife Talia for putting up with me building trucks all these years. My kids Sabastin, Zasia, Storm and Raven. My brother, Vincent Reece for helping me by towing the truck for me and doing my mechanic work. Chris DeVall, Chris Murr, Jason Miles, Tyler Baker, Jeff Whitney and all of my brothers and sisters in Relaxed Atmosphere for letting me be a part of the Nation's Finest.

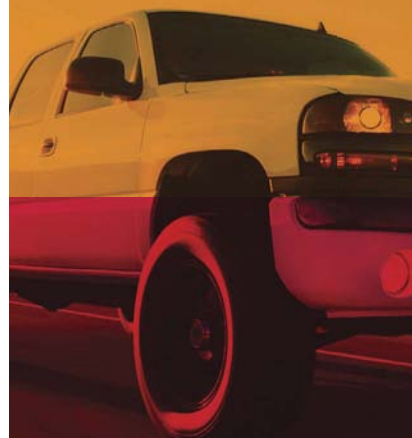


THE GRAPHICS EVEN RUN DOWN AND ACROSS THE FIREWALL, CREATING A NICE ACCENT TO THE STOCK 2.2L ENGINE.



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was over and done, and make it a show winner.

Today, the truck is finished and collects trophies for Shon and his shop. Some day, the truck will move on to another owner, who will either take it up another level, or possibly convert it to a work truck for his business. But Shon will still be turning wrenches on custom trucks, whether they're old school or not. That's because for Shon, this isn't just his hobby, it's a way of life. **ST**



CONVERTING A DIME-A-DOZEN LONG-BED INTO A DESIRABLE SHORT-BED

Long and Short of It

IN RECENT YEARS, the popularity of the 1967-72 GM truck platform has exploded. The downside of this popularity is a rise in prices on trucks worthy of cruising or building. Because of the capped number of trucks produced, the supply pool is limited, and at the time they were being produced, most trucks were still used for work, so long-beds are fairly prevalent. For style, most prefer the sporty and more proportional short-beds. Sellers know this and the price gap between a short-bed of decent caliber and a long-bed of the same quality is rapidly widening. For those looking to build a

truck from the ground up or perform a mild restoration, the price point of a long-bed truck becomes very attractive. With some planning, cutting and welding, a long-bed can be converted to a short-bed. The upfront savings on the long-bed can then be spent on new short-bed sheet metal that likely would have needed to be replaced or repaired anyway.

Thanks to consistent production and components at the factory, GM truck frames feature the same structure and mounts for short- and long-beds, with long-bed trucks—like their name implies—possessing additional length and another bed mount. Removing that additional

length and mount allows for a relatively no-fuss conversion.

Once the frame for our test vehicle was shortened and strengthened by Tre5 Customs in Phoenix, we contacted LMC Truck for new short bedsides. After nearly 50 years of wear, the bedsides will likely need to be replaced, so cost and labor is minimal. When the job was finished, you'd be hard-pressed to tell that the truck

used to be a long-bed, and due to the bracing, the frame is even stronger than it was before. **ST**

SOURCES

- **LMC Truck**
800.562.8782
LMCTruck.com
- **Tre5 Customs**
602.284.2466
Tre5customs.com

➤ SHORTENING THE FRAME



01 The long-bed C-10 showed up just the way any builder would want it, already stripped with just the cab and bed remaining on the long frame.



02 Sean started disassembling the bed by removing the tailgate and hardware.



03 The crew determined that the best place to shorten the frame is under the cab. In order to gain access, the cab mounts were removed, and the cab was lifted straight up and placed on jack stands.



04 Once the bed and cab were unbolted, the bed was removed and set aside so that it could be completely disassembled.



05 The first factory piece removed from the frame is the forward most bed mount. The rivet heads are blasted off with a plasma cutter, and then sanded flush with the mount.



06 An air hammer was used to push the factory rivets through the holes.



07 Once both rivets were removed, the bed mount was tossed in the trash.



08 Following the same procedure, the rear most cab mounts were removed next. These are kept close because they'll be reused once the frame modifications are complete.



09 The straightest part of the frame on these trucks is between the front and rear cab mounts. This is where 12 inches will be cut out to shorten the frame in front of the rear axle. The area was sanded clean so measurement marks for the cuts can be seen clearly.



10 Starting from the holes for the rear cab mount forward, a mark was made at 3 inches in front of the hole. This measurement allows the frame rails to be cut at the exact same location on both sides.



11 Next, a second mark was made 12 inches forward of the first mark.



12 Another mark was made 24 inches forward of the first mark.



13 Using a square, a vertical line is drawn at each of the three marks.



14 The final measurement is the horizontal line. The frame height was measured and a line was drawn horizontally across all three vertical marks at the center of the frame's height.



15 A hole saw bit was used to mark a radius at the corners. This keeps the frame strong during the process.



16 Once both sides were marked and all of the measurements were double checked, the cutting began. A plasma cutter was used to cut the radius in the corners.



17 A reciprocating saw was used to cut the verticals. The line towards the front of the truck marked at 24 inches was cut from the top of the frame rail to the radius. The center vertical line was cut all the way through the frame rail, and the rear most line was cut from the bottom of the frame rail up to the radius.



18 Then a die grinder was used to cut the horizontal lines.



19 Now that both sides of the frame had been cut and cleaned up, the cut lines were beveled to allow for better weld penetration.



20 The front and rear portions were slid together and tack welded in place. The rails were cut in such a manner that they key back together. Cutting the frame this way instead of straight up and down allows for a much stronger joint. It also helps keep the alignment intact.



21 After double-checking the frame section measurements that were removed and making sure it's squared up, the joint was fully welded.



22 Since the cut lines were beveled before being welded together, the weld can be ground smooth and it will still retain plenty of strength. Once repainted it will be nearly impossible to tell where the cut was made on the frame rail.



23 An overlay piece for strength was measured for the inside of the frame rail where the cut was made. Using the plasma cutter, a piece of $\frac{3}{16}$ -inch steel was cut out and cleaned.



24 The overlay piece was positioned so that it completely covered the area that was modified, and then fully welded in place.

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25 Since the rear part of the frame was brought 12 inches closer to the front, the rear body mounts must be relocated 12 inches back from where they were in order to line up with the cab. A measurement was pulled from the stock location and the body mount was used as a template to mark four new holes.



26 The new holes were drilled and the body mounts were bolted in their new location.



27 The area behind the axle also needed to be shortened. A total of 8 inches must be cut off the end of the frame. A measurement from the back edge of the frame was taken, and then the extra area was cut off using a reciprocating saw.

➤ SHORT-BED ASSEMBLY



28 A brand-new set of short bedsides from LMC Truck replaced the old long bedsides to complete the conversion. The replacements can be used with the front bulkhead and tailgate of the old bed to create a new short-bed.



29 Reassembly of the bed started with the front panel. Some of the holes might need to be slotted in order for everything to line up perfectly because some of the parts are decades old.



30 The rear most bed cross member was installed next. Threading in the bolts for this can be tricky because they are located in the taillight opening.



31 Once the front and rear pieces were mated to the new bedsides, the bed was squared and the bolts holding everything together were tightened. The remaining bed cross members were laid in place on the frame.



32 After making sure the bed was square and secure, it was set back on the frame and the new wood bed kit was set in place.



33 The bed can be a puzzle to reinstall. The factory wheel tubs were reused and secured on top of the wood bed floor kit. The wood planks that slide under the tubs were marked for bolt holes.

➤ THE FINAL RESULT



34 The wood planks that require holes were removed and the holes were drilled. Once the bed wood kit and wheels tubs were tightened up, the tailgate was reinstalled and the short-bed job was complete.



Swap It or Leave It

I've recently acquired a '94 S-10 as a commuter. I would like to update it to the newer front-end style. What would I need to change and buy?

**Thanks for your help,
Phil Fernandez**

Changing to the new style is simply a matter of taking off the bumper, grille and headlights. This will give you access so that you can remove the radiator support. Once the radiator support is off, replace it with a new version, and then bolt up the new lights and the grille that you want. This is a little different from the usual method where the bumper gets mounted first, followed by the grille, with the lights last.



Flat Dat

I want to add airbags to my Datsun 521. What mods do I need to do on the front end to run airbags?

**Thanks,
Mark Clark**

The Datsun doesn't have a lot of room for airbags. A lot of older trucks—minis and full-sizes—don't have a lot of A-arm options. If I remember

correctly, you'll probably have to trim the frame a lot and reinforce it afterwards. Make sure you give the 'bags ¼-inch clearance all the way around, so that there's enough room for the 'bag to move without rubbing. If the 'bag doesn't sit low enough, you can step the A-arm on the bottom so it can go up higher into the fender well. Shocks can also be added with modified universal mounts.

BOB OUT!

THANKS FOR READING, SEE YOU NEXT MONTH.

To submit a question for the "Fabricate This" column for either Bob Grant or Eric Saliba, please email Fabthis@streettrucksmag.com, or contact them directly via Grantkustoms.com for Bob, or Friendlychopshop.com for Eric. Stay tuned next month and keep the sparks flying!

BY **BOB GRANT**

IF YOU CAN'T BUY IT, MAKE IT! **FABRICATE THIS**

COMPILED BY CRUZ GARCIA

Bopper's

Though Kyle Kiefer drives this '98 Ford Ranger XLT, he received the truck when his Uncle Bopper passed and has been working on it ever since. Kyle has taken on odd jobs and mowed lawns to purchase everything for this truck himself, with just a little help coming from his grandpa. As a matter of fact, Kyle doesn't have his license yet, but he plans to have the truck finished by the time he gets it in October to honor his grandpa. Other mods include a 3-inch drop and Boss Motorsports 338 wheels. Kyle plans to upgrade the interior and add custom body and paint. Great job so far, Kyle.



"Kyle has taken on odd jobs and mowed lawns to purchase everything for this truck himself, with just a little help coming from his grandpa."



Work Truck

Trucks are more than just show vehicles, and Tom March knows that all too well. This is his '82 LWB C-10 and it's his work truck, but work doesn't mean there's no play. The truck has a Porterbuilt front Dropmember and MMW arms along with a triangulated 4-link out back. It rolls on 20-inch Mobsteels with 235/40/20 whitewall tires. While under the hood is a stock 350 SBC and TH-350, the most noticeable part of this truck is the ladder rack, which means it's all business. Thanks for your submission, Tom.



El Camino from El Paso

Humberto Chavira drives a '76 El Camino Classic and hails from El Paso, Texas. Humberto's father bought the El Camino brand-new straight from the dealership as a work vehicle, and after 19 years of faithful service hauling small trailers and roofing material for the company, it was handed down to him as a graduation gift in 1995. The truck currently features a 350-ci four-bolt main small-block Chevy with a Thump cam, Edelbrock manifold with a Holley carburetor, 700 R4 transmission and 3.73:1 Edmond gears to put power down to the Boss Motorsports 338 18-inch wheels. The truck is silver over jet black with a red pinstripe separating the color combination. The body is completely shaved of door handles, gas tank, side marker lights, mirrors, emblems and moldings. The truck looks great, Humberto.



Top Reader's Ride of the Month



"Joe has spent three years of blood, sweat and tears getting this mini-truck on the ground and rolling. He even sold his other mini-truck to finance this one."



Chevy Fire

This is Joe Hernandez's '82 Chevy S-10 and it's on fire. Well, maybe it isn't really on fire, but with such a slick airbrush job on the flame red paint, it pretty much looks like it is. Joe has spent three years of blood, sweat and tears getting this mini-truck on the ground and rolling. He even sold his other mini-truck to finance this one. The result is an S-10 with a Chevy V-6 with Edelbrock headers under the hood, a traditional body drop and loads of custom body mods. The truck is lowered with 2,500-pound 'bags, six $\frac{3}{8}$ -inch SMC valves, DJM upper and lower control arms, and it rolls on 20-inch Boss Motorsports 338 wheels. It also features a custom airbrushed mural on the back, which we're sure turns some heads. Overall, a slick custom truck that definitely shows the work put into it.



SUBMIT YOUR RIDE TO STREET TRUCKS AND GET THE CHANCE TO WIN SOME COOL PRIZES

Every month we will select a "Top Reader's Ride of the Month," and the owner will receive some free goodies and *Street Trucks* apparel. Note that the prizes will change every month, so we can't guarantee what will be at stake each time. To enter, please send a high-resolution photo and your vehicle information (name, year, make and model of truck, engine/performance, exterior, suspension, wheels/tires and interior) to streadersrides@beckett.com or mail to 22840 Savi Ranch Parkway #200, Yorba Linda, CA 92887. Don't forget to include your T-shirt size and mailing address so we know where to send the prizes if you win.

APRIL

APRIL 10-12

DEL MAR, CA—15TH MEGUIAR'S DEL MAR NATIONALS

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APRIL 17-19

RALEIGH, NC—1ST NORTH CAROLINA NATIONALS

At the North Carolina State Fairgrounds. Saturday night demolition derby, autocross, vendors, swap meet, Cars 4 Sale Corral and more. Log on to Good-guys.com for more info.

APRIL 24-26

KISSIMMEE, FL—2ND FLORIDA NATIONALS

At the Osceola Heritage Park. Autocross, vendors, swap meet, Cars 4 Sale Corral and more. Log on to Good-guys.com for more info.

APRIL 26

HALF MOON BAY, CA—PACIFIC COAST DREAM MACHINES

At Half Moon Bay Airport. The show features cars and trucks, flying machines, custom bikes and other quirky vehicles. For more info, call 650.726.2328 or log on to Miramarevents.com/dreammachines.

APRIL 27-28

MAGGIE VALLEY, NC—21ST ANNUAL SOUTHEAST MINI TRUCKIN' NATIONALS

Custom trophies, club games, give-aways and a Saturday night drag 'n' cruise. For more info, log on to minitruckinnats.com.



MAY

MAY 2

CERES, CA—CERES STREET FAIRE CAR

& TRUCK SHOW—At 4th and Whitmore Ave. from 8 a.m. to 3 p.m. Live entertainment, food, exhibitions and more. Call 209.409.2676 for details.



JUNE

JUNE 12-14

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JULY

JULY 18

SAN LUIS OBISPO, CA—24TH ANNUAL "COOLER" TRUCK SHOW—At Trinity Hall at Old Edna. Call 805.904.6092 or log on to Central-coast-aths.org, for details.



OCTOBER

OCTOBER 16-18

JENNINGS, LA—LAST RESORT—At the Louisiana Oil & Gas Park. For more info, log on to Lastresortshow.com.



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SUPER COUPON!

PITTSBURGH AUTOMOTIVE 2000 LB. FOLDABLE ENGINE STAND

SAVE \$40

LOT NO. 69522
69521/67015

Item 69522 shown

\$109.99 REG. PRICE \$149.99

26267760

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

PITTSBURGH AUTOMOTIVE RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

• 3-1/2 Pumps Lifts Most Vehicles
• Weighs 27 lbs.

LOT NO. 68053
69252/60569
62160/62496/62516

Item 68053 shown

SAVE \$60

\$59.99 REG. PRICE \$119.99

26208303

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

SUPER COUPON!

2 PIECE VEHICLE WHEEL DOLLIES HaulMaster

• 1500 lb. Capacity

LOT NO. 67338/60343

Item 67338 shown

\$49.99 REG. PRICE \$79.99

26211373

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

SUPER COUPON!

240 VOLT INVERTER PLASMA CUTTER WITH DIGITAL DISPLAY

SAVE \$275

LOT NO. 60767/95136

Item 60767 shown

\$624.99 REG. PRICE \$899.99

26228187

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

SUPER COUPON!

PITTSBURGH AUTOMOTIVE 2 TON CAPACITY FOLDABLE SHOP CRANE

• Includes Ram, Hook and Chain

SAVE \$120

LOT NO. 69514
69051/60388

Item 69514 shown

\$179.99 REG. PRICE \$299.99

26255136

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

LOWEST PRICES *EVERYDAY*



550 Stores Nationwide

WOW SUPER COUPON

Customer Rating ★★★★★

US*GENERAL PRO 26", 16 DRAWER ROLLER CABINET
LOT NO. 67831/61609

- 1060 lb. Capacity
- 14,600 cu. in. of storage

AWARD WINNING QUALITY

SAVE OVER \$332

\$317⁸³ ~~\$369⁹⁹~~
REG. PRICE \$649⁹⁹

Item 67831 shown

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

FREE

WITH ANY PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT
ITEM 69052/69111
62522/62573

\$6⁹⁹
VALUE

Item 69052 shown

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one FREE GIFT coupon per customer per day.

WOW SUPER COUPON

SAVE \$90

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE
CENTRAL PNEUMATIC
LOT NO. 93897
69265/62344

\$59⁹⁹
REG. PRICE \$149⁹⁹

Item 93897 shown

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

NEW

6" VARIABLE SPEED DUAL ACTION POLISHER
CHICAGO ELECTRIC PLATINUM
LOT NO. 69924
62403

SAVE \$72

\$57⁹⁹
REG. PRICE \$129⁹⁹

Item 69924 shown

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

SAVE \$100

10 FT. x 20 FT. PORTABLE CAR CANOPY
LOT NO. 69034
60728

\$99⁹⁹
REG. PRICE \$199⁹⁹

Item 69034 shown

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

"Impressive Accuracy, Amazing Value" - Car Craft Magazine

TORQUE WRENCHES
PITTSBURGH AUTOMOTIVE
1/4" DRIVE
LOT NO. 2696/61277

3/8" DRIVE
LOT NO. 807/61276

1/2" DRIVE
LOT NO. 239/62431

SAVE 66%

\$9⁹⁹
REG. PRICE \$29⁹⁹

Item 239 shown

YOUR CHOICE!

Accuracy within ±4%

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

PITTSBURGH AUTOMOTIVE

3 TON HEAVY DUTY STEEL JACK STANDS
LOT NO. 38846
61996/62392

SAVE 57%

\$192³
REG. PRICE \$449⁹⁹

Item 38846 shown

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

5 FT. 6" x 7 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
LOT NO. 953/69136
69248/69128/69210

SAVE 61%

\$269
REG. PRICE \$639

Item 953 shown

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS
HaulMaster
LOT NO. 90984/60405
61524
62322

SAVE 60%

\$7⁹⁹
REG. PRICE \$19⁹⁹

Item 90984 shown

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

CENTRAL PNEUMATIC

20 OZ. GRAVITY FEED SPRAY GUN
LOT NO. 47016
67181/62300

SAVE 66%

\$9⁹⁹
REG. PRICE \$29⁹⁹

Item 47016 shown

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

350 lb. Capacity

STEP STOOL WORKING PLATFORM
HaulMaster
LOT NO. 66911/62515
Item 66911 shown

SAVE 28%

\$24⁹⁹
REG. PRICE \$34⁹⁹

Item 66911 shown

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

36" METAL BRAKE WITH STAND
HaulMaster
LOT NO. 91012/62335
62518

SAVE \$90

\$189⁹⁹
REG. PRICE \$279⁹⁹

Item 91012 shown

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

PITTSBURGH AUTOMOTIVE

6" MAGNETIC PARTS HOLDER
LOT NO. 61428
97825/659/62512

SAVE 57%

\$2⁹⁹
REG. PRICE \$6⁹⁹

Item 97825 shown

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 4 DRAWER TOOL CART
US*GENERAL
LOT NO. 95659
61634/61952

580 lb. Capacity

SAVE \$180

\$99⁹⁹
REG. PRICE \$279⁹⁹

Item 95659 shown

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

18" SHEET METAL FABRICATION KIT
CENTRAL MACHINERY
LOT NO. 34104

SAVE \$50

\$149⁹⁹
REG. PRICE \$199⁹⁹

Item 34104 shown

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

WOW SUPER COUPON

1000 lb. Capacity

MOVER'S DOLLY
HaulMaster
LOT NO. 93888/60497
61899/62399

SAVE 40%

\$8⁹⁹
REG. PRICE \$14⁹⁹

Item 93888 shown

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/7/15. Limit one coupon per customer per day.

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• Over 25 Million Satisfied Customers

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

• 550 Stores Nationwide
• HarborFreight.com 800-423-2567



1-866-915-BAGS

QUIT INSTALLING



AVS SHAVED DOOR MOTORS

1" THICK!!!

\$100 PAIR

UNIVERSAL FIT ANY VEHICLE

LIMITED LIFETIME WARRANTY

AVS BOLT-IN SHAVED DOOR KITS

THE ORIGINATORS NOT THE IMITATORS

STARTING \$100

OVER 110 BOLT-IN APPLICATIONS

AVS COIL DOOR PUSHERS

MINI & FULLSIZE VEHICLES

FROM \$20

AVS REMOTE SYSTEMS

4-CH, 8-CH, 12-CHANNEL

\$60

Each remote includes 12 buttons



PRE-WIRED SHAVED DOOR RELAY HARNESS

\$50



BEAR CLAW LATCH W/STRIKERS

\$45



CLAW LATCH INSTALL KIT

\$35



POWER BEAR CLAW LATCH W/STRIKERS

\$140



AVS BILLET DOOR PUSHERS

\$40

AVS BRAND L.E.D. LIGHT KITS



RED KITS

7.5" KIT **\$155**



11" KIT **\$180**



RED/WHITE KITS

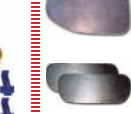
15.5" KIT **\$210**



12" KIT **\$250**



15.5" KIT **\$275**



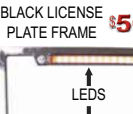
20" KIT **\$300**



13.5" KIT **\$260**



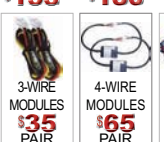
16.5" KIT **\$330**



20" KIT **\$355**



24.5" KIT **\$400**



3-WIRE MODULES

\$35 PAIR



4-WIRE MODULES

\$65 PAIR



TURN SIGNAL ADAPTER

\$30

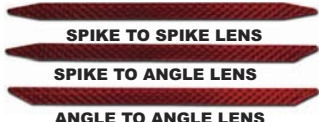


BILLET L.E.D. LIGHTS KIT FROM

\$240

MIX AND MATCH KITS TO CREATE A LONG L.E.D.

WE BUILD CUSTOM LEDS UP TO 67" LONG



OFF-ROAD L.E.D. LIGHTS



INDIVIDUAL OFF-ROAD LIGHTING OVER 36 MODELS



Off-road L.E.D. light bars available in 7.5" to 55"

OFF-ROAD L.E.D. LIGHT BARS

FROM **\$89**



*****CURVED*** CREE**



*****STRAIGHT*** CREE**

AVS SWITCH BOXES



AVS 7-SWITCH STARTING AT \$90



AVS 9-SWITCH BOX STARTING AT \$130



ADD REMOTE UP/DOWN UPGRADE

AVS 3-ROCKER HYDRO-DIPPED \$105

AVS 7-ROCKER HYDRO-DIPPED \$115

AVS 9-ROCKER HYDRO-DIPPED \$155

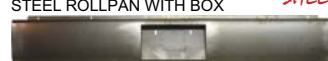
GENUINE AVS PRODUCT

99% of the products on these pages are in **STOCK** and **READY TO SHIP**

STEEL ROLLUP WITH BOX

SHEET METAL

STEEL ROLLUP SMOOTH



OVER **34** APPLICATIONS AVAILABLE

FROM **\$190**



OVER **32** APPLICATIONS AVAILABLE

FROM **\$150**



STEEL TAILGATE SKINS & ROLLUP COMBOS

OVER **26** APPLICATIONS AVAILABLE FROM **\$240**



STEEL TAILGATE SKIN

OVER **18** APPLICATIONS AVAILABLE

FROM **\$190**

FILLERS FOR SHAVING



GAS DOOR OVER 12 APPLICATIONS FROM \$20



DOOR HANDLES OVER 21 APPLICATIONS FROM \$15



STAKE POCKET OVER 4 APPLICATIONS FROM \$7



MIRROR OVER 4 APPLICATIONS FROM \$20



HOOD SQUIRTER OVER 4 APPLICATIONS FROM \$10

TAIL LIGHTS



OVER 21 APPLICATIONS FROM \$40



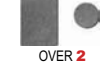
3rd BRAKE LIGHT



OVER 4 APPLICATIONS FROM \$25



ANTENNA



OVER 2 APPLICATIONS FROM \$5

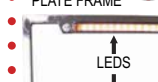


LED

BLACK LICENSE PLATE FRAME \$50



CHROME LICENSE PLATE FRAME \$50



LED

CHROME LICENSE PLATE WITH TAG LIGHT & BRAKE LIGHT \$50



BATTERY TRAY

\$50



12-GAUGE STEEL



FLUSH MOUNT GAS CAP \$99

WHEEL TUBS & NOTCH COVERS



4-PC TUB SET

L32" X W9.25" X H15" L36" X W11" X H23"



5-PC TUBS/NOTCH COVER

SMALL OR LARGE TUBS



5-PC TUBS/NOTCH COVER

SMALL OR LARGE TUBS

AVS STICKERS



AVAILABLE

AVS CAN COOLER

FREE SHIPPING \$11.99



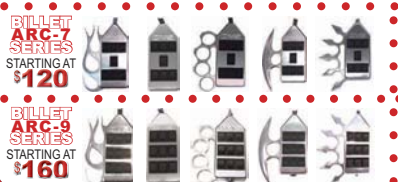
AVS SHIELD STYLE FRONT AND BACK T-SHIRT \$15

PLEASE VISIT WEBSITE TO SEE OTHER MODELS



AVS AIRBAG KEYCHAIN

FREE SHIPPING \$6.99



BILLET ARC-7 SERIES STARTING AT \$120



BILLET ARC-9 SERIES STARTING AT \$160



7-TOGGLE SWITCH STARTING AT \$100



9-TOGGLE SWITCH STARTING AT \$120

PLEASE SEE WEBSITE TO SEE MORE MODELS

AVS VALVE WIRING HARNESS

AVS WIRING HARNESS AVAILABLE IN 10", 15", 20" OR ANY CUSTOM LENGTH
CHOOSE THE CONNECTION:
ARC-9 SWITCH BOX, ARC-7 SWITCHBOX
OR UNIVERSAL WIRES



KEEP YOUR WIRING CLEAN AND SIMPLE WITH AN AVS VALVE HARNESS



HIGH PERFORMANCE
BRASS AIR VALVE
3/8" & 1/2" 250 PSI+

\$45

GENUINE
QVS
PRODUCT
1/4" 150 PSI

\$30



BRACKET INCLUDED

SWITCHES



PRESSURE
SWITCHES

AVS
105 OFF
85 ON

\$20

AVS
150 OFF
110 ON

\$20

AVS
180 OFF
150 ON

\$20

AVS
200 OFF
60 ON

\$20

VIAIR
145 OFF
110 ON

\$25

VIAIR
200 OFF
165 ON

\$25

BILLET L.E.D. SWITCHES AVAILABLE IN
LATCHING & MOMENTARY

AVS 200 PSI DIGITAL GAUGE



\$299

UNIVERSAL GAUGE PANELS

SEE MORE ONLINE



SWITCH SPEED
\$399



ACCUAIR eLEVEL

\$1195



VU4 MANIFOLD NPT
VALVE

\$515



ACCUAIR iLEVEL

\$350



VU4 MANIFOLD VALVE

\$515



SWITCHSPEED
AIR MANAGEMENT PACKAGES

\$1350



IN STOCK



D2500 \$68

D2600 \$76



STRUT BAGS

CONTITECH

2-PLY
\$85

4-PLY
\$125



CONTROL ARMS

95-04 TACOMA

\$769

82-03 CHEVY S10

\$725

88-98 CHEVY F/S

\$780

99-06 CHEVY F/S

\$780



BRASS & NICKLE
PLATED FITTINGS



COMPRESSION,
PUSH TO FIT AND PIPE

NOTCH/BIDGE KITS

OVER 7 MODELS AVAILABLE

STARTING AT **\$120**



UNIVERSAL TRIANGULATED 4-LINK

UNIVERSAL WISHBONE Y-LINK

UNIVERSAL PARALLEL 4-LINK

AVS ANALOG GAUGES



FREE L.E.D. UPGRADE

\$25 \$35



COMPRESSOR & TANK

FROM **\$179.95**



2-ON-2 COMPRESSOR KIT

FROM **\$599.95**



ONBOARD AIR SYSTEM

FROM **\$149.95**



SINGLE COMPRESSOR

FROM **\$85**



DUAL PACKS

FROM **\$320**



DUAL PACKS

FROM **\$320**



COMPRESSION MOUNTING BRACKETS

BOLT ON WELD ON



3 TRUMPET CHROME
TRAIN HORN

\$159.99



CHROME 6 HEAVY DUTY
HORIZONTAL TRUMPET TRAIN HORN

\$314.99



AIR RIDE WIRING KITS

FROM **\$50**



AVS WATER TRAPS

1/4" & 3/8"

FROM **\$30**



AVS TANK BRACKETS

AVAILABLE IN
RAW FINISH OR
POWDER COATED FINISH



AVS TANK BRACKETS

AVAILABLE IN
RAW FINISH OR
POWDER COATED FINISH

AVS ALUMINUM TANKS

1-GALLON, 4-PORT



(2) - 1/2" PORTS (2) - 1/4" PORTS

\$45

2-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

\$72

3-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

\$72

5-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

\$85

3-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

CHROME
\$120

5-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

CHROME
\$130

5-GALLON, 9-PORT



(6) - 1/2" PORTS (3) - 1/4" PORTS

CHROME
\$130

AVS STEEL TANKS

2-GALLON, 6-PORT



(4) - 1/4" PORTS (2) - 1/2" PORTS

\$65

3-GALLON, 6-PORT



(2) - 1/2" PORTS (4) - 1/4" PORTS

\$72

4-GALLON, 8-PORT



(4) - 1/2" PORTS (1) - 1/4" PORTS

\$130

5-GALLON, 8-PORT



(8) - 1/2" PORTS

\$99

7-GALLON, 5-PORT



(2) - 1/2" PORTS (1) - 1/4" PORTS (2) - 3/8" PORTS

\$85

8.5-GALLON, 8-PORT



(8) - 1/2" PORTS

\$125

12-GALLON, 8-PORT



(8) - 1/2" PORTS

\$150



FREE
DRAIN PORT
FITTING WITH
ALL TANKS

Body Steel

1973-80 Chevy/GMC Truck

LMC

TRUCK

PARTS & ACCESSORIES

Hood
38-9521-T
\$159.95

1973-76 Door Shell
38-9130-T (LH)
38-9131-T (RH)
\$139.95

1977-80 Door Shell
38-9132-T (LH)
38-9133-T (RH)
\$139.95

Outer Cab
Corner (Full)
38-7868 (LH)
38-7869 (RH)
\$24.95

Inner Fender
38-9530 (LH)
38-9531 (RH)
\$39.95*

Front Fender
38-9558-T (LH)
38-9559-T (RH)
\$89.95

Outer Rocker Panel
38-6528 (LH)
38-6529 (RH)
\$19.95

Wheel Arch Repair Panel
38-7892 (LH)
38-7893 (RH)
\$19.95

Rear Lower
Repair Panel
(Longbed)
38-7834 (LH)
38-7835 (RH)
\$39.95

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Call or go online today for more Hoods,
Doors, Fenders and Patch Panels for
Chevy, Ford and Dodge trucks!

*-T after a part number means that part must be shipped Truck Freight. The prepaid order will include a \$125.00 charge for delivery in the 48 contiguous United States. Orders outside of the 48 states will be quoted. Additional delivery time required. * After the sell price means Oversize Part Charge. Your order will incur a charge of \$20.00 for each oversize part. Additional delivery time required. Oversize Parts are not available for air delivery.

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